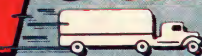


The
**International
Teamster**



JUNE 1952



FLAG DAY 1952

Reverence and Faith in the Future

THE HOPE OF MANKIND



ONE hundred and seventy-five years ago this month, the Continental Congress adopted a resolution which declared that the flag of the United States should have thirteen alternating red and white stripes and an equal number of white stars against a blue background.

Since that time a number of alterations have been made in the "blue field with white stars," as new states entered the Union and additional stars were required. But the basic design of the Stars and Stripes originated 175 years ago, and popularly termed the "Betsy Ross" flag, is found in Old Glory today.

To us in America the flag has long waved as a symbol of all that is great and good in democratic government. In recent years, as our nation valiantly has gone to the defense of humanity against evil and power-crazed dictators, this feeling for Old Glory has spread throughout most of the countries of the world.

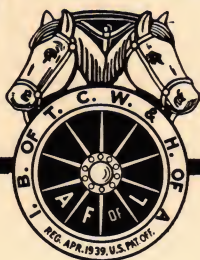
Today we have good reason to be doubly proud of our national banner; where it once stood for one nation's love for freedom, it now carries the hopes of all humanity's yearning for liberty.

Our International Union has a modest but deserved pride in the part it has played in keeping Old Glory waving proudly. We have grown with and helped build the great nation for which she stands. We have been, in the past, always anxious to make any sacrifice necessary to insure the defense and growth of our beloved land and, we are, today, in the very forefront of the battle against communism, a vile philosophy which would destroy every vestige of the spirit which the Stars and Stripes symbolize.

Let us remember these things the next time we see Old Glory waving proudly and serenely against a blue sky. Let us always pay tribute to a simple but inspiring design of cloth which in this hour of crisis carries high the hope of mankind.

Daniel J. Tobin

The International Teamster



DANIEL J. TOBIN • Editor

Vol. 49

JUNE, 1952

No. 6

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Youth and the Flag

To the young men and women of America today, growing up in a world threatened by a Godless ideology, our flag is a precious reminder of those things which are great and good in men and government.

As we celebrate Flag Day on June 14, our youth—such as those pictured on this month's cover—are inspired by the memory of the great battles for freedoms in the past; they are given confidence for the great burden they must soon assume in the future.

To our youth, the flag is Washington, Lincoln and millions of American soldiers who gave their lives for liberty.

It is a glorious heritage which will continue to inspire young Americans to greatness.

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Timely Remarks

by DANIEL J. TOBIN

My Views on Politics

The "political pot" is boiling over—more heatedly than I have ever seen it so far ahead of the conventions of both political parties.

The matter of what action, if any, we may take in the general election will be considered in our convention or perhaps at the meeting of our General Executive Board in the mid-summer meeting. At that time, we will know who the candidates are and we will decide for ourselves, what to do, if we decide to take any definite position. It may be, unless conditions change, that we will refuse to take a definite stand on the candidates. It all depends on who the candidates are, and what trust we may place on their pledges and their platform. As a rule, platforms amount to little. The labor plank on the platform, after election, is soon forgotten. For instance, in 1944 and 1948, the outstanding promise as contained in the Democratic party's platform on labor was that the party, if elected, would do everything in its power, and take on the job immediately, toward repealing the Taft-Hartley Law. Well, there has been no attempt made to repeal that law. That promise has been forgotten.

I listened attentively to two addresses delivered by the President of the United States in recent months and I can't remember one word said in reference to the pledges of the Democratic party and its platform, if elected to office, to begin immediately toward relieving labor of this vicious law. Therefore, as I have said, platforms and promises of either party are forgotten and usually amount to nothing after the party is elected.

President Woodrow Wilson and President Franklin Delano Roosevelt never forgot their campaign promises or the pledges made in the platform on which they were elected. I repeat: "they never forgot them after election."

Don't tell me that conditions haven't changed; and, don't tell me that labor is given any sincere, real consideration by many of the politicians of today holding office in Washington!

The general supposition of the Democratic party leaders is that they have organized labor "in the bag" and that they don't need to worry. That's where they are making a serious mistake. It is true that the C.I.O. and some other organizations may go to the polls and may vote the Democratic ticket, but the rank and file of the Federation of Labor are not tied to a post or to any party. For instance, I may vote for the Democratic nominee—I nearly always have—but there is a difference between just voting and going out and getting others to vote. The voting is not exactly the whole measure of helpfulness. Teamsters have a large membership and during the Roosevelt campaign of 1944, it was the unanimous decision of the men attending a conference—about 2,000 in the Statler Hotel in Washington—that each man would go out and solicit personal contributions to help elect for the fourth time Franklin Delano Roosevelt. They did this job, and they did contribute individually, quite a sum of money which was turned over, with the names of the contributors, to the Democratic party.

The law in recent years, as you know, forbids contributions from International Unions, directly, or from any of its Local Unions, out of their treasuries. Therefore, the monies collected recently were from the individual members of our organization. We can do this again or we can refrain from doing it, if we don't like the candidate or the platform of either party.

This subject matter will be given serious consideration in our Board meetings from now until election, and in our convention, which takes place in Los Angeles in October, about three or four weeks ahead of the general election. But, it should be understood distinctly that while the matter is discussed by our large delegation, there is no law or no power within the International to compel anyone to vote except in accordance with his own conscience. Remember the words in our obligation when we became members: "*There is nothing in this obligation that will in any way interfere with your religious or political beliefs or your duties as a citizen.*" That policy has been strictly observed, as far as I know, ever since the inception of the International Union.

We do, however, have considerable influence with our membership, and our members travelling from

house to house and from town to town, meet more people along the line of march than any other trade unionists in America. The machinist is shut up in a shop, working all day with very little chance to talk to anyone outside of the man next to him. The coal miner is the same way, and so it is down the line with all the different occupations. But a teamster is continuously moving, meeting people in lunchrooms and elsewhere, during the day and during the night, and he has the courage to express himself. In reality, he is a missionary for the things he believes in, and he can help or hurt any candidate for office.

If our friends happen to be elected—that is, any candidates we might support—they can rest assured the Teamsters' Union will desire nothing for individuals. What we will desire, and what we will insist on, if we have any influence with the party we help to elect, is that organized labor, as a whole, and the working people generally, be protected by legislation, which will make life better and happier for them. This, they are entitled to.

As stated above, we will discuss this serious, important matter in our coming Board meetings and in our convention. It is true, we have favored some above others—we have acted as citizens, always looking for the protection of our membership. But we have observed our obligation and there has never been any compulsion by the Board of the International or by any convention to force any man to vote except in accordance with his convictions and conscience.

I hope and trust that that procedure of the past, which has been so successful, will be given consideration during this year in our deliberations as to candidates and platforms.

Letter Recalls Memories

I had a letter the other day from Homer Cummings, the former attorney general. I knew Homer Cummings when he was state's attorney in Connecticut, and we got to be good friends.

While he was state's attorney, Homer Cummings' duties were to prosecute those accused of crimes, but he once held the unique role of trying to prove a so-called self-confessed murderer innocent!

After this murder, an individual "gave himself up" and "confessed" that he had committed the crime. He stood by his story under many hours of questioning, but Cummings had a gnawing doubt in his mind over the man's guilt. Finally, the man was confronted with a mass of evidence collected by

Cummings' office, and he broke down and admitted he had not committed the crime. It developed that he was merely a sensation seeker, who said he was tired of the monotony of life and yearned for the publicity and notoriety which he believed he could obtain by confessing to a murder he did not commit.

Homer Cummings today has a successful law practice in Washington. I regard him as one of the most honorable men whom I have known in public life. He was an important and admirable figure in the first administration of Franklin D. Roosevelt.

My admiration for Homer Cummings brought me into an ironic meeting with another member of the legal profession who later was to become one of my closest friends. Early in the 1930's, shortly before an American Federation of Labor convention in Wisconsin, Mr. Cummings—in pursuit of his duties as Attorney General—had been required to institute proceedings in a case in Wisconsin. The case did not amount to much, but aroused considerable controversy.

During the A. F. of L. convention, I returned to the hall from a meeting of the committee on laws and found a man on the platform who I had never seen before. He had a splendid voice, and he was making a lashing attack on Homer Cummings. I went to the speaker's platform and asked President Green why this man was being permitted to make such an attack on the Attorney General of the United States, a member of the cabinet in an Administration wholeheartedly friendly to labor. Mr. Green advised me the speaker was a lawyer from Milwaukee by the name of Padway and also told me that he had no idea what Mr. Padway was going to talk about when he took the rostrum. I know that the platform of the American Federation of Labor represented an open forum and that the A. F. of L. did not seek to prevent anyone from expressing an opinion, but I felt that the speaker's subject should have been determined. And, I hotly resented the attack on a man I admired. But, that was how I first met Joseph Padway, a man who later became a leading labor attorney and one of my closest friends. And, incidentally, he also later became a friend of Homer Cummings!

Later, Padway went to Cummings and apologized for his remarks about the Attorney General. His humility and willingness to admit he had made a mistake increased my admiration for him.

Joseph Padway was born in England at Newcastle-on-Tyne, a place I visited with him before World War II on a trip for our government to in-

investigate the manner in which British labor was handling the serious problems of that time.

Padway attended school in this country, and he became a great student of law. It had been difficult for labor organizations to obtain the services of a good lawyer in those days, because some of the legal fraternity snubbed those who entered the labor field. What a change has been made! And, I think Joe Padway had a great deal to do with converting members of his profession to a more tolerant view of labor.

Our law firm in Washington now is the old firm once led by Joe Padway. It has continued to be conducted on the highest standards and, in my judgment, is one of the best in the nation. It is headed by Albert Woll, who has a highly-trained legal mind.

I take a great deal of satisfaction from the fact that I helped to bring together Homer Cummings and Judge Padway and helped them to understand the position of men of labor and the organizations those labor men represent.

Homer Cummings still works in his office every-day, a highly respected, greatly admired attorney. He must take a great satisfaction in the public service he rendered under Franklin D. Roosevelt. His services at Attorney General then helped make Roosevelt more loved and more respected.

He must take satisfaction, too, in the recollection that one of the things he did while Attorney General was to bring to Washington as one of his assistants a young man named Brien McMahon, also from Connecticut. Today Brien McMahon is one of the outstanding members of the U. S. Senate, a great mind in the field of atomic energy. We hope Senator McMahon, who never has voted against labor and who fights for labor in privacy as well as in public, will continue to advance.

He is a credit to the state he represents, an honor to the American people, and the trade union movement respects him.

He is a credit, too, to Homer Cummings, who had the vision to give him his first chance.

Congratulations

The Union Labor Life Insurance Company, with headquarters in New York, celebrated its 25th anniversary about the middle of April this year. I well remember when we first discussed in the convention of the American Federation of Labor the

necessity of labor and its friends starting a company for the protection of the men of labor and their families. George Perkins, who was then president of the Cigar Makers' Union, and one of the finest men I knew in labor, was chosen as the first head of the Union Labor Life Insurance Company. I remember the time when certain classes of workers could get no life insurance from the old-time insurance companies.

The miners, at one time, had to establish their own insurance companies. The risk of mining, in those days as it is today, was very great. Consequently, the big companies in New York and elsewhere were not anxious for business of that kind. The electrical workers started their own insurance company, and it is today functioning very successfully. They only cover the members of their own trade. The Union Labor Life Insurance Company of New York covers any class of workers, mostly those affiliated with and chartered by the American Federation of Labor. I carry as much as I could afford to carry in my personal insurance with the company. The International Brotherhood of Teamsters has insured many of its officers and employees throughout the nation. We find it is the safest and the most reliable kind of insurance we can obtain. One great benefit from it is that when one of our people passes away, and has carried insurance with this company, we have no trouble in adjustments. There are no arguments with the officers of the company, no technical questions and, because they know us and we know them, the beneficiary receives the check for the amount due almost immediately. When an old friend and associate of mine passed away not long ago, a check for \$10,000 insurance which he carried was in the hands of his relatives within three days after his death. No red tape, no attempt to chisel in any way, shape or manner, because the men who conduct the affairs of the Union Labor Life Insurance Company are men who have had experience themselves in the field of labor.

After the death of George Perkins, we had quite a time trying to get the proper man—a man with a good mind and understanding, especially on the technical and financial questions surrounding insurance—to take the position as president. At length, we found him in Matthew Woll, who was then president of the Engravers' Union. It means something to the company to have a man on the Board of Directors who fully understands the economic conditions of our country and the continuous changes in the economic life of the workers

of the nation. Matthew Woll, however, did not want to leave the Labor Movement and some of us who had some little influence in labor and whose minds were centered in the successful continuation of this young company, which was the first attempt by labor in the field of insurance, assured Mr. Woll that he would be continued in the family of labor officials because labor needed a man of this kind, not only for his personal qualities, but for the protection of the investments of International Unions who had purchased all of the stock for sale in the Union Labor Life Insurance Company. This stock amounted to \$700,000 and is now almost entirely owned by International Unions of the American Federation of Labor. There is, however, some of the stock in the hands of individual officials of the labor movement and I would also say that, for a number of years, there has not been one share of this stock for sale.

Reinvesting the funds collected by an insurance company is one of the greatest problems today confronting the management of large insurance companies. So far as I know, Union Labor Life Insurance Company has lost nothing in all those years in its investments. On the contrary, they have earned sufficient to pay dividends to stockholders on the same sound investments. Of course, 25 years ago, when this company started, there were a great many unions who had very little money and a great many more did not have the foresight or the understanding of investing.

The Union Labor Life Insurance Company, as I stated above, carried a policy on each of our organizers who worked for us for five years or more. I am not recommending anything to our people. No one knows where the world is going, but if I could buy any of the stock of this company, today or tomorrow, I would consider myself lucky. If I could take out another \$10,000 policy, I would be happy to do so. At the present time, and for years past, I have had \$15,000 worth of insurance in this company. I advise young men to carry insurance, as much as they can afford. For men or women getting into the old age brackets, which we are now considered when over 50, insurance expense is considerable, but to my mind today, as I see it, sound insurance is as safe as government bonds and government bonds are the number one investment for safety.

My reason for writing this article is that as an officer of the American Federation of Labor, I rendered some help in the early days toward the

establishment of this company. I am proud of the work of the company after twenty-five years, and I congratulate the officers and the Board of Directors, all honorable men, who have made Union Labor Life Insurance Company not only a safe financial investment, but a credit to the men of labor who are conducting its affairs and a credit to the men who founded this company. They had foresight and courage and business ability necessary to foresee the need for establishment of this successful insurance firm. The Union Labor Life Insurance Company belongs to labor; may it continue to grow and prosper.

A Great Man

I first met Frank Brewster in 1913, during one of my first visits to Seattle. Frank was a truck driver and a member of Local Union No. 174, the first local organized in Seattle or vicinity.

The truck drivers were on strike when I made that visit. Two other members of Local No. 174 I remember meeting at that time were Harry Dale and a fellow named Green.

About that time, I had just appointed Mike Casey an organizer for the West Coast. He covered that area from tip to tip and, occasionally, I sent him into Chicago and other places. He never complained, no matter what I asked him to do. There are no Mike Caseys left. He went to work as an organizer at \$24 a week. When he died he was getting \$16,500 a year and he was worth it all.

So, I had sent Mike into Seattle to help settle the strike that was in progress. Mike used to tell me every night that the matter was almost settled. The head of the truck owners' association (horse-drawn vehicles in those days) was a man named McMahon, and Mike thought because he had an Irish name you could believe anything he said. But, I found McMahon the hardest to deal with I ever met among employers, and I have met some tough individuals. However, Mike thought he couldn't be wrong because he had that Irish name. After two weeks, my analysis was that he couldn't tell the truth even after drinking a quart of whiskey Mike had purchased for him out of his own small salary.

The Seattle Teamsters fought for 15 weeks in that strike. In the final analysis, they lost the strike in itself, but they won something bigger. They won respect, because they let the employers in the state know that they knew how to fight and suffer for the cause in which they believed. They laid the foundation for what we have now in the state.

Well, it was during all of this that I met Frank Brewster. Some time later, I was going to appoint an organizer to help Mike Casey on the coast, and Frank and I disagreed over my choice. Frank wanted the job to go to his old friend, Harry Dale, who had suffered with him through the strike. However, I had my eye on a young fellow who wasn't a truck driver, but appeared to have some progressive ideas. Casey had given me a fair report of approval on this man, considering the fact that he had not been experienced in the work.

Frank went along, as he always did, with that appointment, but for four years afterwards, when I would go to Seattle, his disappointment was apparent. While the Joint Council received me with a warm and gracious welcome, he remained somewhat cool. One day we got together, though, and I asked him, "Well, how long are you going to keep this up." Frank laughed and we shook hands. I want to say that of all the friends for which I am thankful, I am most grateful for that one friend and that one handshake.

Later, Frank Brewster's friend, Harry Dale, worked for and with me for many years, until his death.

Until this day, Frank Brewster has been loyal to his obligations; he has a reputation of never breaking a promise. He is the soul of honor, and I know he will never change. He is respected by every member who knows him, both in the Teamsters' Union and other unions. He is quite independent and outspoken. A couple of years ago, he built a modest home, and some friends in his own union and the Joint Council wanted to furnish a little office and den for him to show their respect and admiration. But he refused, explaining that he took

great satisfaction at looking at a rug or carpet or desk and realizing that it had been bought with dollars he had earned and saved.

Those of you who are in Los Angeles for the Convention later this year should get acquainted with Frank. He might not agree with all you say, but when he is through talking, you will know that he has spoken from his heart.

We have had a few black sheep in the great family of the Teamsters' Union, but for every one we have had thousands of men of honor, decency and courage. And among those thousands, Frank Brewster stands in the forefront.

Grumbling Doesn't Pay

No matter how difficult things get in life, it is well to remember that they could always be worse. The trouble with the average human is that he only looks at the little misfortunes and seldom acknowledges the little blessings. They never stop to think of the enjoyments and privileges they possess. We are all human, and we seem to never appreciate good health until sickness is at our door.

The same attitude prevails in the labor movement. We argue and wrangle with our employers, then reach a settlement and a small minority—borrowing from the Commie line—find fault with the officers of the union and the negotiating committee, no matter how good an agreement has been won. It seems we are living in an age of discontent, spread throughout the world.

I have recently had an experience with a man whose case I regard as tragic. He found fault with his local, the labor movement and was always looking for a chance to throw a few knocks at the International. This fellow had started from nothing and attained a position of good pay and responsibility, but he persisted in finding fault. He was chronically discontent.

I am sorry to say he has been stricken with an ailment from which he may not recover.

Now, looking back, this man can see where he failed to enjoy the blessings he had. Now that it is too late he can see where his attitude prevented him from having the measure of happiness which could have been his.

Such a tragedy can happen to any of us if we do not guard against a constant state of grouching and discontent. We can be cheerful, or at least make an effort at it. We can say a helpful word to the other

To the Membership

Due to the fact that the General President will be away from General Headquarters the next few weeks, he may not be able to write the usual notes for the Journal under the heading of Timely Remarks.

The General President is also preparing his report to the convention and has to attend three or four meetings of the General Executive Boards of the A. F. of L. and our International and the Building Trades Department during the coming weeks, so, if you don't find Timely Remarks, be sure to read the rest of the Journal, by other writers.

fellow; we can be grateful for good health and for loved ones.

Each day, we should look around us and note how the books balance. Most of us will find we probably have received more blessings that we have earned.

Nothing works more hardship on the human body and mind as worry, dissatisfaction, ungratefulness or the other ills which we sometimes permit to inflict us.

If, at the end of the day, you will remember to "balance the books" and recognize your blessings, you will find that you rest better, knowing that while you may fail in some things, you are doing your best and will succeed at others.

How WCFL Started

The following is a letter received some time ago, which, to my mind, is interesting. This letter was prompted by an article I wrote in the JOURNAL about Bill Lee and WCFL. This editor is happy to publish the letter, because it brings back many remembrances of little things that happened in the years past.

"Dear Dan:

"I have just read your article pertaining to the political situation and find it to be very interesting. A little further on you speak very highly of one William A. Lee, Secretary-Treasurer of Local No. 734, which he so justly deserves; also, the part he is playing in promoting the welfare of the Chicago Federation of Labor.

"Too, I would like to bring to your attention that the first money ever promoted to the progress of labor over the air was taken out of the treasury of the Laundry, Dye House, Cleaning Drivers, Chauffeurs, Handlers, Solicitors and Salesmen Local No. 712 in the amount of fifty thousand (\$50,000.00) dollars to start the WCFL broadcasting station. I feel very proud of this act because again it was one of the teamster locals that was the first to help bring labor's problems over the air and which held the mortgage of fifty thousand (\$50,000.00) dollars.

"It was in the year of 1926 that a meeting was held at 629 South Ashland Boulevard, promoted by John G. Clay, then Secretary-Treasurer of Local No. 712, that WCFL was founded. The way WCFL paid back this money was through subscriptions of the *New Majority Labor News* which was later

changed to *The Federation News*. Our membership subscribed to the *News* in a body and the receipts of the subscriptions were turned into our treasury to pay off the fifty thousand (\$50,000.00) dollar mortgage.

"This is just a synopsis of the happenings at that time and if you are interested, perhaps I could give you a more detailed story.

"With best wishes and kindest regards, I am

"Faternally yours,

"JEAN R. FRANK,

"Secretary-Treasurer, Local Union No. 712,

"Chicago, Illinois."

Oversight Pointed Out

The following letter has been received by the editor calling attention to an oversight in last month's INTERNATIONAL TEAMSTER:

"Dear Mr. Tobin:

"I read with interest your Timely Remarks in the May issue of THE INTERNATIONAL TEAMSTER.

"The magazine is sent to my son, John S. Biddle, now with the United States Army in Germany, as he was a member of the Teamster Union while working with the General Baking Company.

"I would like to call your attention to an error in your editorial entitled 'Tribute to McGranery'; namely, that you refer to the Attorney General who succeeded Homer Cummings as Anthony Biddle or Tony Biddle as Franklin Roosevelt used to call him.

"The Attorney General was my cousin, Francis Biddle, who was later our representative on the International Court at Nurenberg.

"My nephew, Anthony, or Tony, Biddle, Jr. (to whom I presume you refer), was Minister to Norway and Poland under President Roosevelt and during the war, Minister to seven (7) European countries with headquarters in London. Tony, for the past year, has been a Brigadier General and one of the Deputy Chiefs of Staff in General Eisenhower's headquarters in Paris.

"Francis, Tony and myself have been the only registered Democrats that I know of in the Biddle family.

"Sincerely,

"NICHOLAS BIDDLE."

TEAMSTERS TELEVISED IN



"OPERATION EVACUATION"

NATIONAL recognition came recently to a Teamsters' local union for its participation in "Operation Evacuation" in the disastrous Missouri River flood a few weeks ago. The recognition came to the General Drivers and Helpers Union No. 554 of Omaha, Nebr., over a "We, the People" NBC network television show.

"Operation Evacuation" was the name given a joint drivers-carriers operation which developed as an emergency measure in aiding flood victims in the Omaha area. Peter Capellupo, president of the local, and Ralph Nogg, president of the Nebraska Motor Carriers Association, were the leaders in the unusual evacuation teamwork operation.

The story of this teamwork was dramatized and pictured over the coast-to-coast television network show on April 25. Two television

cameramen for the "We, the People" program went to the flood area for footage on both the evacuation operation and shots of the flood devastation for editing into the NBC telecast.

Flood waters of the Missouri on a rampage were sweeping downstream in early April causing panic in the cities and towns in its path. While construction gangs were working on dikes in Omaha, East Omaha and Council Bluffs, citizens in fear of their lives began to move out of the possible path of the disastrous flood waters.

As the narrator of the program tells it, "It was easy to understand the panic which was now felt. There was no coordinated plan for evacuation, for saving a family's belongings. They carted them away as best they could. But there was also this . . . people who had made a

profit from disaster. A few men who owned trucks, who knew that people were desperate offered their services to move their possessions. How much? Two hundred dollars. Some asking twice that. What do you do if you don't have \$200?"

As the story of "Operation Evacuation" continues, Master of Ceremonies Dan Seymour tells his nation-wide audience, "The people turned to their telephones. They called the big trucking companies. They called the truckers' union. Look, there's Pete Capellupo, the chap you met a moment ago . . . receiving complaints. And so there were two floods now. The flood of calls and the big flood. And something desperately had to be done."

The story of cooperation moves rapidly and the narrator over the pictures of the Omaha activity tells

(Continued on page 30)



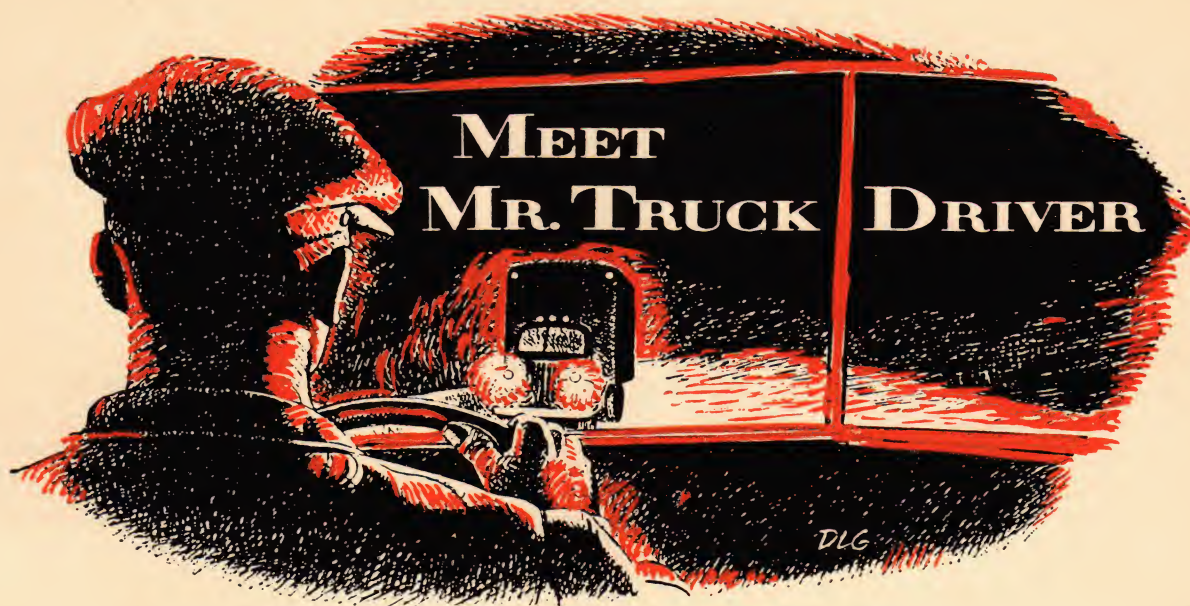
PLANNING SESSION—Leaders of Local No. 554, Omaha, Nebr., sit in with truck owners to plan "Operation Evacuation," an emergency activity whereby 39,000 families and their personal property were moved from the flood area.



DISPATCHING—Truck owners and Teamsters worked together in dispatching trucks and drivers for "Operation Evacuation." The emergency teamwork developed in Omaha after gougers were exacting \$200 a load for trucking.



TEAMWORK—Dan Seymour (center), master of ceremonies of "We, the People" NBC television program, introduces the leaders in "Operation Evacuation." Ralph Nogg and Peter Capellupo, president of Local No. 554.



By CARLE HODGE

UP ROUTE 130 toward New York, the road signs pointed to disaster on a frigid midnight last February. Treacherous ice paved the highway. Suddenly, near Bridgeport, N. J., a sedan lost its tire hold on the glaze. It spun crazily for a few terrifying seconds, smashed into an embankment, and was quickly cloaked in flames.

A Highway Thriller

Then a common but silent highway thriller unfolded. A giant tractor-trailer lumbered up, its 12 running lights binking in the cold and its 14 oversized tires whining against the frozen roadway. The trucker eased his 22 tons of machine and cargo to a halt and, fire extinguisher in hand, jumped from the cab. He might have been any truck driver. He was, it happened, a wiry six-footer named Lloyd Bright, traveling north from Baltimore with a full load of freight.

The fire by then was flickering around the sedan doors; the gasoline tank would explode any moment. But Bright coolly flung open the door and dragged out the groan-

ing passengers—a man and a small girl. He flagged down a motorist and sent him for help. Then he and another trucker, who had just pulled up, turned their extinguishers on the blaze.

Minutes later, without knowing or caring to know the names of those whose lives he had saved, Bright was on the road again. He couldn't forget that his "box" was crammed with raw textiles, needed in a Manhattan factory at dawn.

Such deeds of highway heroism are routine footnotes in the log books of America's 1,000,000 over-the-road truckers. And, like Lloyd Bright, none wait around for medals; they're working against a relentless schedule. Each time Bright wheels his big "rig" out of his home terminal in Baltimore, and into the settling dusk, he can be sure of just two things: he is pulling a load that must get through fast, and no two runs are ever alike.

Perhaps a motorist or another truckman will need a flat fixed, or a life saved. Or maybe it will be the weather—so hot that his rimless eyeglasses cloud, and his feet blister on the floorboards. Or it may be so

wintery that he must creep along hour after weary hour, bumper-deep in slushy snow. Or maybe it will be a flash flood, like the one in Virginia last year which swept away the truck ahead, drowning its driver.

On one winter run, Bright was edging his bulky outfit down an icy Maryland hill when he saw in his rear-view mirror a sight that made his scalp tingle. A trailer was heaving past him.

"I wonder," he thought, "what kind of darned fool is trying to pass me on a road like this?"

His Trailer!

Just then, he recognized the red-circled emblem of his own company, Associated Transport. He caught his breath. What he really saw in his rear-view mirror was the side of his trailer, which had jack-knifed and was skidding sideways down the highway!

He quickly stomped on the gas, snapping the wandering trailer, like a whip, out behind him. On ice, this is a maneuver about as easy as skating across a bathtub on a soap cake. Luckily, it worked.

Luckily, too, such close shaves come seldom. Quiet, bespectacled Lloyd Bright has been trucking for

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19 of his 34 years—ever since his legs were long enough to reach the gas pedal—and yet he has been involved in just one smashup.

He was a skinny teen-ager then (when laws weren't so strict about who could drive), and he was piloting a "gypsy," a truck which will cart anything anywhere anytime for anybody. On his ill-fated trip, Lloyd was taxiing a truckful of cattle. To miss a sedan which suddenly popped out from a side road, he swerved and the truck overturned. Both the cattle and the driver walked away unhurt. That was 18 years ago. Since then, he has driven more than a million accident-free miles.

Earnings: \$102 Weekly

In the past four years, he has run two or three weekly round trips of 1,000 miles for Associated Transport, largest truck system in the country. This chore earns him an average of \$102 a week.

Sit beside him in his power-throbbing "horse" on one of these night hauls. This trip, he is "riding relay" to Roanoke, Va., 260 miles and eight lonely hours away. Another driver just rolled the load into Baltimore. Still another will be waiting at Roanoke to whisk it to Knoxville so the shipment will be on store shelves next morning.

Lloyd skillfully threads his massive land freighter down Route 1 through the streaming Baltimore-Washington traffic. Floodlights already are splashing up the Washington Monument in the twilight as the truck grinds through the capital and into Virginia. Bright is sweating like a lumberjack from an hour of jouncing and wrestling with his 45 feet of rig.

At Fall's Church, Va., his tires crunch over the gravel driveway of a diner. He parks behind a row of other trucks. The roads are peppered with these "truck stops." They offer a man gas, gab, the latest highway dope, a fast meal, and sometimes, for the sleepyheads, a free bunk in the back.

Lloyd, a fellow in a hurry, never

lingers. "When you see my truck, you see me in it." As he pays his check, a short man in a khaki shirt tells him, "They're weighin' on 29 tonight. You riding legal?"

"Legal as hell."

Bright means, in highwayese, that he isn't overloaded: the weight of his equipment and freight do not total more than the 50,000 pounds Virginia allows. Weight laws, varying from state to state, are a thorn to truckers. If Bright's rig had left New York weighing 60,000 pounds, that would have been all right in New Jersey, illegal in Pennsylvania, easily safe in Delaware, but illegal again in Virginia.

Critics say that trucks grind up the roads. The truckers answer, through their official spokesman, The American Trucking Association, that reasonably loaded trucks do not grind up the roads, and that, anyway, they pay at least a fair share of highway taxes.

Lloyd's truck spurts into the road again, a road he knows as well as the six-room, white-shingle house he and his wife own in a Baltimore suburb. But his speed is a steady 40 miles an hour. He doesn't need grim posters to remind him that the ten tons of cargo behind him are ready, if he had to stop quickly, to rip on through his cab and crush him against the dashboard.

No Horn-blowing

On the entire trip, he touches his horn only two or three times. Bright talks with other truckers, though, in the universal sign language of the big rigs. His headlights are dimmed. If he wants to pass another truck, he flicks them onto the bright and quickly off again. The truck ahead flashes its lights once—meaning, go on and pass. Or jiggles them several times—danger ahead, go slowly.

After midnight, there are fewer and fewer private cars, and the

Unionism Pays Off

The case of Lloyd Bright is one of the best possible arguments for unionism one could hope to find in the labor field. For 15 years Mr. Bright has been a member of Local No. 557 in Baltimore and four years before coming to Baltimore he was a member of No. 592 in Richmond.

His present earnings, as pointed out in the *Coronet* article, top \$100 a week and he has two weeks vacation. No. 557 has also instituted a health and welfare fund for members' protection. What a contrast to Mr. Bright's situation 15 years ago before he became a Teamster! He worked more than 100 hours a week and averaged \$15 for the seven-day period. He had no vacation and no "fringe" benefits.

Today with decent earnings and a union which is vigilant in protecting safety measures of the Federal Government destined to make truck driving safer, Mr. Bright's standard of living is much higher than it was in his pre-Teamster days.

Today with higher earnings, hours limited, and with vacation and other benefits, it is easy to see why Lloyd Bright is a strong booster for the International Brotherhood of Teamsters. Unionism is paying off for him as it is for hundreds of thousands of other drivers whose situations are much better than they were in the days of non-union employment.

Bright told a representative of THE INTERNATIONAL TEAMSTER that he was certain if the union were to disappear from the employment picture he and others like him would be back on that \$15 and 100 hours a week grind. He is determined to stick by and support his union.

pavements belong at last to the roaring trucks. Villages, shapeless ghost towns in the dark, flow past. Bright's world is bounded by the little patch of highway which his headlights pick out; it is noiseless except for the rickety-rack of the mighty 175-horsepower Diesel under his hood, gulping a gallon of fuel every seven miles.

He rolls through farmland. A "sleeper" truck, northbound, winks a greeting as it hurtles past. One man aboard is sleeping in the bunk behind the seat while his partner spells him at the wheel; they cover long distances nonstop.

Near Charlottesville, as he begins shoveling his steel-covered wagon up into the Blue Ridges, an oncoming rig blinks out the flash-flash warning of trouble ahead. Then, on a curve, there's the unmistakable fuzzy crimson glow of a flare which a trucker has spiked into the ground.

Lloyd slows to a turtle's pace, ready to obey the unwritten code of the road—stop and help. A truck-and-trailer has overshot the bend and careened over on its side into the ditch. It lies there, a helpless giant. Flashlights of other truck drivers motion Bright on past; everything is under control.

His worries aren't over. He nervously watches in his mirror a coupe which has kept behind him for miles. Hijackers? He shakes his head confidently and looks around the cab for a bit of wood to rap his knuckles on. "It's never happened to me yet."

Just the same, he knows hijacking can happen, and does. He sighs happily when the coupe finally honks, then pulls around him and drones away.

It's after 4 a. m. by the time he "beaches" his rig beside a dock at the Roanoke terminal, a bustling beehive, brightly lighted in the slumbering city. Mechanics are ready to check the truck's engines and slake its thirsty fuel tanks. Dockmen are rapidly packing and unpacking other trailers. Bright turns in his compact "safety kit"—

extinguisher, flares, flags — and punches a time clock.

"On the button, Lloyd," the dispatcher grins sleepily. "Did you have any trouble?"

Lloyd rubs a kink from his leg. "Nope, not this time."

He trudges wearily into the company dormitory. In the dark, some-

one is shaking a sleeping figure: "C'mon, Joe. Your Pittsburgh load is ready."

Lloyd Bright sprawls onto a cot. Tonight: the 260 miles back to Baltimore, more freight to be hauled, a thousand miles this week, and more the next, and no two of the runs ever alike.

Cannery Local Beats CIO Raid

Attempt to Invade Jurisdiction of Sacramento

Local Results in Humiliating Defeat for CIO Brass

Teamsters Cannery Workers Local No. 857 at the Campbell Soup Company plant, Sacramento, Calif., has scored a smashing victory over a raiding attempt by the CIO.

Credit for the big success also goes to the Teamsters' National Cannery Conference, according to George Cole, business representative for Local No. 857.

The attempted raid by the dual CIO group in the California cannery industry was well-financed and brass-hat-managed, Local No. 857 reports.

Teamsters Local No. 857 has had an agreement with Campbell at Sacramento since 1947 and was engaged in negotiations for another agreement when the CIO raiders moved in early in February. This time the CIO brass led the fight, sending in squads with plenty of money, it was reported.

As a result of the activity of this aggregation, the NLRB set another election, which was held April 17. The result was a vote of four to one in favor of the Teamster Cannery Workers.

The Campbell Soup Company plant at Sacramento employs about 1,200 men and women during this, the slack season, and several times that number at the peak of operations. Of the 1,190 workers eligible to vote in the recent NLRB contest, only about 50 failed to do so, and only six votes were cast for no union.

This was the second disastrous raiding attempt undertaken by the dual organization of CIO. In both

cases the Teamsters scored striking victories.

At the outset of the latest fight the National Cannery Conference, which was chartered more than a year ago by the Teamsters International Union, was called in by Local No. 857. Two leaders of the Conference, Lewis Harkins, secretary, and Peter Andrade, of Salinas, Calif., answered the call and took charge of the counterattack against CIO.

Commenting on the success later, George Cole, the business representative of Local No. 857, said, "When we asked for help, we got it immediately from the National Cannery Conference, and the results of that help are self-evident.

"The effectiveness of trade division work on a national scale was dramatically demonstrated in this fight. We cannot say too much for the splendid work of the national conference. The results again confirm the foresight and good judgment of the International Union and of Dave Beck, executive vice president, in chartering the national trade conferences."

Brother Harkins, who has been executive secretary of the Western and National Cannery Conferences for several years, recalled in Seattle later that at the recent meeting in Chicago he was warned by Vice President Beck that new raids on the cannery locals in California could be expected. Hence, the conference was ready to meet the threat.

EDITORIALS

Deflating the Denouncers

Congressman George M. Rhodes of Pennsylvania recently turned in an election performance which should bring some encouragement to the forces of labor faced with top heavy newspaper and radio opposition.

Mr. Rhodes ran for his party's renomination to Congress and rolled up 78 per cent of the vote from the fourteenth district in the congressional Democratic primary. He was opposed by a former Reading mayor who had the support of the newspapers and the city's large radio station. Moreover, attempts were made to discredit Rhodes with the rural folk by saying that the congressman was a union man. But the farmers, like the city voters, were not fooled.

As president of the Reading Central Labor Union and vice president of the Pennsylvania State Federation of Labor, George Rhodes had made an excellent record in labor leadership and he likewise has an excellent record in Congress. When time came for reelection the forces of reaction were out to get him. But labor rallied behind him—the AFL, CIO, railroad brotherhoods and independent liberal voters.

The handsome victory of Congressman Rhodes should give heart to other friends of labor who are confronted with reactionary opposition. Rhodes has deflated the reactionary denouncers; others can do the same, but it takes plenty of work and plenty of support by labor for labor-backed candidates.

A Busy Century

This month marks the beginning of the second century of the International Typographical Union (AFL). This organization celebrated its founding last month.

The printers' union is one of the oldest in terms of both formal organization and informal group activity in the country. Printers were among the first craftsmen in the United States to see the wisdom of working together. The fact that their craft required skill and training made it possible for printers to realize their ambitions of labor unity at an early day.

The first hundred years of the ITU have been busy ones indeed. The union has seen the country pass through a civil war, Indian fighting, the Spanish-American War, and two world wars. It has also seen the country expand from a growing, gangling young republic

to a mighty power industrially, politically, and economically in the world.

This past century has seen the nation pass from horse and buggy transport to the motor age and in warfare from the cannon ball to the atomic bomb.

Printing has played an important role in this past century and will continue to be important as long as man needs to communicate ideas—which is to say as long as man is a civilized being. The printers have participated in the growth of the labor movement in many important respects and as they begin their second century we salute them and wish them success and prosperity in their next hundred years.

Trouble for Renters

Families who rent are in for trouble if rent controls are terminated, it seems clear at this point from studies which have been made of the general price level on living conditions.

The director of rent stabilization has said that 50,000,000 people in most of the nation's largest cities would be ones to suffer most from ending controls. Those hit would be workers in the lower income groups who can least afford rent raises.

An amendment is now pending in Congress which would end controls in all but critical defense housing areas. Cities affected most acutely by any such amendment would be Seattle, San Francisco, Denver, Kansas City, St. Louis, Minneapolis, Chicago, Cleveland, Cincinnati, Detroit, Pittsburgh, Louisville, New Orleans, Atlanta, Philadelphia, Newark, Providence and Boston.

In the meantime the real estate lobby is working toward ending all controls and trying everything it can to fight down attempts to have public housing and other efforts to give the worker a decent break.

Union Busting Device

Evidence continues to accumulate on the Taft-Hartley law as a vicious law with far-reaching implications. The latest argument for repeal has turned up in a report from the Senate Committee on Labor and Welfare following a study and hearings in a textile organizing situation in the South.

The newspapers several months ago told the grim story of beatings, intimidation and repression of labor

union activities. This report, signed by 11 of 13 committee members underscores the inequities of the Taft-Hartley law.

The report says that while the law was for the most part "wholly ineffective" in protecting the workers, "the concerns involved were more than successful in defending on behalf of their employees their 'right' not to have a union." Certain provisions of the law are said to have helped two major firms destroy local unions and keep others from some concerns altogether.

The so-called "free speech" provision was used as a device whereby the employers could use captive audiences to "discourage self-organization and collective bargaining." Injunctions were issued so freely that they destroyed the effectiveness of union picketing and newspapers and radio stations frequently refused to grant space and time to the union. In mill-owned towns, evidence indicated that union people were fired, then evicted from company-opened houses.

Injunction enforcement was used as the basis for bringing in National Guardsmen and highway patrolmen who used "brutal violence" against the workers.

The evidence is overwhelming in showing the odds against which the union was working.

It is interesting to note that this report was not signed by Senators Robert A. Taft (Ohio) and Richard M. Nixon (Calif.), both Republicans, but was signed by Republicans George D. Aiken (Vt.), Alexander Smith (N. J.), Wayne Morse (Oreg.), and Irving Ives (N. Y.). Democrats who signed the report included Senators Hubert H. Humphrey (Minn.), Lister Hill (Ala.), James Murray (Mont.), Matthew M. Neely (W. Va.), Paul H. Douglas (Ill.), Herbert H. Lehman (N. Y.), and John O. Pastore (R. I.).

Behind the Headlines

Every now and then a cute human interest story turns up in the news which is apparently just that—a human interest story. Often as not, however, there is a good deal more than meets the eye about some of these cute stories.

Out of Denver, Colo., recently came a story which the local press there gave quite a play to, but in so doing let the well known cat out of the bag. It seems that an automobile dealer cut his youngsters in as "partners" in a thriving automobile business. The children are ages eight, three and seven months. As partners these kids were "self-employed" and needed Social Security cards. The Denver manager of the Social Security office made a special trip to deliver the cards.

The local paper in its feature story said, "Another advantage of the plan, the father added, are the benefits provided under the 1951 income tax amendments favor-

ing partnerships." And therein lies the real story. By assigning "shares" to his young "partners," the real owner of the business is able to cut down on the income tax paid. If the owner had to pay a tax on the net income as sole owner, he would be in one bracket. If, however, he can split this net up into several "owners" the taxable bracket is considerable lower on each one. The sum-total of the taxes paid by the various "partners" is a great deal less than is the tax from the sole owner in the higher bracket. Neat, isn't it?

And so we see that all the "human interest" stories in the papers are not—just possibly are not—all they seem.

Labor's Global Fight

Labor is fighting Communism around the world. The importance of this fight is recognized by the State Department, the Mutual Security Agency and other Government agencies. The latest to praise labor's fight against Communism is Senator Estes Kefauver.

Speaking before a group of American Federation of Labor business representatives in Omaha, Nebr., he said, "During recent years, without fanfare and without any motive except to serve the best interests of our country and the free world, the American labor movement has been carrying on a wonderfully effective battle against the forces of Communist totalitarianism in European and Asiatic countries."

He observed that "... our alert American labor movement has earned the thanks of our country for its magnificent fight, on its own initiative and at its own expense, against the despicable plotters in Europe and Asia—a fight which has already shown splendid results for the cause of freedom."

This is an accurate and well deserved appraisal. Too often the nation is uninformed about labor's global fight for freedom. Senator Kefauver's words are well taken.

A Losing Battle

Unless courageous steps are taken to do something about the American highway situation this nation will continue to fight a losing battle against traffic congestion. We are wearing out some 25,000 miles of highways and building only 17,000 miles. We are thus facing a deficit in highway construction.

During the past 18 months we have faced the defense emergency during which certain basic materials were not available in quantity for highway building. Today that situation is changing somewhat and we should find the way opened for greater availability of materials for road building. The defense needs cannot be used indefinitely as an excuse not to engage in highway improvement programs.

IBT Raps Post Office Policy

Teamster Representatives Testify Against Bills Which Would Put Department in Trucking Business

INVASION of private enterprise in the trucking field by the Post Office Department and failure to observe proper safety regulations were attacked by Teamster representatives at hearings in Washington, D. C., on pending postal bills.

Hearings were held by the Senate Post Office Committee on several bills designed to permit mail trucking at the lowest possible cost to the Government. The Teamsters were represented by Vice President Thomas Hickey and Research Director Frank Tobin. The first hearings were held April 25 and others were scheduled to take place late in the month.

Hickey and Tobin testified against several of the pending bills on the grounds that the Post Office Department, which intends to lease vehicles and supply its own drivers, is invading the field of private enterprise. Moreover, it was pointed out that Post Office Department contractors to date have been operating under a dual standard which puts private enterprise at a competitive disadvantage in coping with the lack of safety rules and minimum wage regulations on the part of the Department.

Flout Safety

Teamster witnesses stressed the refusal of the Government (through the Post Office Department) to protect private citizens on the highways because the Post Office Department mail contractors at the present time do not conform to the safety code of the Interstate Commerce Commission. Teamsters are insisting that Congress include all the trucking operations of the Post Office Department under ICC safety regulations and under the Davis-Bacon Act and the Walsh-Healy Act wage provisions.

A report on the status of the De-

partment's conduct and attitude in use of mail trucking was given at the Teamsters' Chicago trade division conference in late March. At that time Teamster representatives who had conferred with the Post Office Department reported that there is ample precedent in the Federal statutes for the Post Office Department to follow in connection with minimum wage regulations as followed by contractors in Government building contracts and manufacturers of materials being supplied under Government contracts.

Failure Cited

Vice President Hickey explained the trucking operation which the Post Office Department had instituted on work which the Long Island Railroad had formerly performed. In this situation the trucker leased his vehicles to the Post Office Department and the trucks were manned by the Department with temporary employees with no trucking experience and working under depressed wage rates.

The Teamsters' witnesses after the hearings observed that no representatives of the trucking industry were present to protest the faulty manner in which the Post Office Department is entering the trucking industry.

The Department, 15 months ago, initiated the shipment of bulk mail by truck and now has hundreds of routes in operation. One of the latest and largest contracts to be let includes the run between Portland, Oreg., and Seattle, Wash. This route serves 17 intermediate offices and began operation in late April this year. It was advertisements for bidding on this route which precipitated protests by the Teamsters' Union on the whole mail trucking project of the Post Office Department. When the Post Office

Department issued its official press release on the letting of the contract for the Portland-Seattle run, it said, "The contract also provides for strict observance of all Federal and state safety regulations for motor vehicle operation."

With the growth of demands for faster service in all parts of the country and obvious advantages of motor transport, there is a growing opportunity for a large volume of business available to certificated truckers on the mail-by-truck program.

Unusual Aspect

The unusual aspect of this program, it has been observed by Teamsters, is the fact that experienced motor carriers are available in all parts of the country to handle the growing demands and needs for mail-by-truck. Yet, inexperienced contractors are being brought into the picture in order to help keep trucking costs below a profitable operation.

Further reports on progress of this legislation will appear in subsequent issues of THE INTERNATIONAL TEAMSTER.

German Accident Rate Is One of World's Highest

Germany is known for many fine highways, particularly its autobahns which have become world famous. Not so well known is the high accident rate in Germany which is one of the highest in the world.

It has been necessary for the occupying powers to crack down on German drivers due to the reckless fashion in which cars and trucks are operated. Recently legislation on traffic safety was proposed in the Federal Republic of Germany at Bonn, West German capital. In the justification of the bill, it was stated that Germany has an automobile accident every three minutes in the Federal Republic, an injury every five minutes, and 15 auto fatalities a day in a country of 48 million persons.

A TEAMSTER SPEAKS:

Labor Must Keep Abreast of Progress

By NORMAN MYRICK

"LABOR must keep abreast of progress," Frank J. Gillespie, attorney and secretary for the Dairy Employees Union, Local No. 754 of Chicago and recording secretary for the International Conference of Dairy Employees, told the editor of the *American Milk Review* in an exclusive interview early in March. "Labor cannot and does not expect to hold back the clock," he said. "Our job is to work for the best interests of employees in a constantly changing industry."

Cases Cited

Evidence of an attempt to translate this attitude into action can be found in several areas, Mr. Gillespie pointed out. Concentrated milk did not fail because of union opposition as many people claim, he said. On the contrary, the product failed in every market where it was tried, union or no union. "Labor cooperated in the concentrated milk experiment," he asserted. "I do not recall a single instance where union plant men or union drivers refused to handle the product or did anything other than cooperate with management in giving it a full and fair trial in the market. The fact of the matter is, the public simply did not like it."

The most striking demonstration of union determination to keep abreast of progress, both technological and economic, is the newly created International Conference of Dairy Employees. This organization can best be described as an educational and advisory council de-

signed to inform, suggest, and teach. It is an unincorporated, voluntary association affiliated with the International Brotherhood of Teamsters. It is concerned with the interests of the working man. It tries to advise the formal labor organizations to which dairy employees, both route salesmen and inside workers, may belong. It deals with such subjects as government regulations, interpretation of labor laws such as the existing Wage Stabilization and NLRB programs, laws and regulations relating to OPS, and other developments that affect the interests of dairy plant employees and routemen. The Agricultural Adjustment Act, for example, does not affect labor directly, but it is studied and explained by the Conference.

Last October, at a meeting of the Mid-States East Coast Conference, 120 delegates from a hundred cities and the Dominion of Canada gathered in St. Louis to discuss problems facing labor in the dairy industry. The most vivid facet of this conference was the fact that representatives of management as well as labor were on the program. One of the principal speakers was Richard Nugent, vice president of the General Ice Cream Corporation. Other speakers included Herbert Forest, deputy chief, Dairy Industry Branch of the Production and Marketing Administration of the USDA, Professor Karl Schumacher, Marketing Specialist, Department of Agricultural Economics, University of Wisconsin, and Gene Larson, Field Representative of the Office of Price Stabilization.

Mr. Nugent's speech before the conference will probably not change

the face of labor relations within the dairy industry. Nevertheless, he was invited to address the conference, he was requested to say what he thought, and, judging from his speech, that is just about what he did. The significant thing, as Mr. Gillespie points out, is that labor, in its own interest, is making a definite effort to keep informed on the problems of management, problems of marketing, problems of economics, as well as on problems of labor. Mr. Gillespie suggested that the huge Dairy Industry Exhibition to be held at the Navy Pier in Chicago the latter part of September offered a natural opportunity for the further development of the idea implicit in the conference. "I would think that it would be in the interest of the dairy industry to have labor become acquainted with the new developments in the industry," he said. "I think it would be a good idea for plant men, route men, and some of the people from our office to see the progress that will be dramatized by the new equipment on display at the show. Certainly we need to understand management's point of view just as management needs to understand ours. It seems to me that visiting the show is one way of accomplishing this."

A Big Man

Frank J. Gillespie is a big man physically. He stands well over six feet and has a frame to match. He is a busy man and from the looks of his desk, an efficient one. He readily agreed to my suggestion that an interview and a report might be mutually beneficial and was most cordial during the hour and a half

This article by Mr. Myrick first appeared in the "American Milk Review."

that I spent with him. He was a little surprised at the thought of a trade paper editor seeking information from the union leadership. He said it was the first time that any trade paper representative had called on him.

The office of Local No. 754 is located at 220 South Ashland Avenue in Chicago. It is a brick building of early 1900 vintage, presumably a former dwelling that has been converted into an office building. A receptionist greeted me politely when I entered, and after a moment's wait in the reception room, I was taken to Mr. Gillespie's office. It was a small simple office tastefully furnished and filled with an impressive array of books on law, labor, economics, sociology, and history. The impression that I gained was one of well-governed determination. Mr. Gillespie's attitude, his reference books, the efficiency of his office, spoke of a determination to study the problem from all angles and an equal determination to get the best solution that a given situation affords. It was this determination to know the problem, to get all the angles and viewpoints that was most significant.

Wanted Information

The International Conference of Dairy Employees did not invite Mr. Nugent to address them because they love Mr. Nugent or as a simple gesture toward better industrial relations. They invited Mr. Nugent because they wanted to be informed, because they wanted to know. And people who know are likely to be very tough people to beat when it comes to any kind of an argument.

I posed a series of questions to Mr. Gillespie. These questions had been written out before the interview. Mr. Gillespie considered each question and gave me an answer. The questions and their answers follow.

Question 1—What is the union conception of a route man? Is he a salesman or a delivery man?

Answer—A route man is very

much a salesman. He must be a diplomat and able to handle people and meet people. The very fact that he is paid on a commission basis and that unions negotiate contracts on that basis is an indication of our concept of the route man as a salesman. Of course, he is also a driver and must have a certain technical skill with his vehicle, but in our thinking he is primarily an individual whose first job is to get customers and hold them. He does this through salesmanship, through providing them with quality merchandise and good service. That is what he gets paid for.

Question 2—One of the most common complaints on the management side of the fluid milk business is that route men do not spend enough time selling. Recently a milk distributor said, "We sell 1,500 pounds of cottage cheese a day. We could sell a lot more, but our route men are making so much money as it is that they don't feel the need of additional sales drive."

Answer—We have found in our studies that the size of the load has a direct bearing on the amount of solicitation that a route man will do. The larger the load, the less the effort toward solicitation. We have found some companies that keep shifting their best salesmen from route to route, building them up. When the route is built up, the route man is shifted to another route and the route that he built up is given to another less expert salesman. A man with a small route is out to build up his sales, but the large routes require most of the driver's time in distribution, bookkeeping and service. I think that many times management overlooks the service angle. A route man with a good-sized route has a job keeping his customers happy and giving them the service they should have. The answer to the question is that a route salesman, as a general thing, does about as much solicitation as the situation permits. If he has a big load, the time he has available is limited. If he has a small load, he

will spend more time soliciting because he needs to in order to improve his income, also because he has more time.

Question 3—One of the main items in the cost of milk today is the delivery charge which is principally a labor charge. What can be done to reduce this charge?

Answer—In the first place, I disagree with the opening statement. Figures from some of the nation's leading milk companies show that from the total sales dollar labor and raw material costs percentage-wise are constantly shrinking. Maybe profits aren't growing as they should, as Mr. Nugent suggested. However, I don't think it is a fair statement to say, as the question implies, that labor costs are responsible for high milk prices, when according to management's own figures this part of the milk dollar is constantly decreasing in relation to other total costs.

Freeze Commissions?

Question 4—Inasmuch as milk dealers are operating under a marginal freeze by virtue of the provisions of S. R. 63, shouldn't route men's commissions be frozen also?

Answer—My answer to that is that they are frozen. Under the provisions of the Wage Stabilization Act, commissions are fixed. We don't like it. Of course, if a driver goes out and makes more sales or if the price of milk goes up, his commissions increase, but the percentage is frozen and to all intents and purposes his reward for a given amount of work is therefore frozen. We objected strenuously to this provision in the law, but that's what it says so we have to abide by it.

Question 6—What is the union's attitude toward the administration of pension, health and welfare, and similar funds? If the industry is putting up the money, why should not the industry administer the funds?

Answer—Our experience, and it is an experience supported by participation in a large number of plans of this nature that we favor, is that

the money should be in the form of a trust fund disbursed by a bank or trust company where it is deposited. The health benefit plan or the insurance plan or pension plan can be under the supervision of a joint board composed of representatives of management and labor but neither group should be able to disburse any of the funds other than on a joint basis. The money should be deposited in the bank to be disbursed by the bank or trust that has been established for the purpose. That is the way the programs are set up here in Chicago as well as in other areas. I believe that New York has a similar arrangement. Many people are misinformed on this matter of pensions. The wording of the question, for example, implies that the money is put up by the employer without the employee contributing anything. This is not correct. The pension plan that we have here was adopted in lieu of a wage increase. It amounts to a little over \$3 a week per man. If we had taken it as a wage increase, it would all have belonged to the employee. As it is, it is still a wage increase and therefore something to which the workman is entitled, even though it is paid into the pension fund. It doesn't seem to me that it is a contribution. It is part of the wage structure. I would also like to point out that these various insurance and health plans have had a happy effect on labor turnover. Where these plans are in operation, men are less likely to move from one job to another due to the fact they have a stake in the pension program which they do not want to lose.

Question 7—Three-day delivery with no Sunday deliveries appears to be working out well in a number of cities. What is the union's position on this arrangement?

Answer—Frankly, we don't think too much of it and its continuation might mean the end of the retail system. Our primary objection to it comes from our conviction that this type of curtailed delivery has done more than anything else to

drive people to the stores for their milk. Why management persists in adopting practices that turn people away from the one most profitable operation they have is hard to understand. In our studies we are consistently confronted with figures that show a healthy retail operation to be the most profitable as well as the one that stimulates the highest consumption of milk. Where you have high retail deliveries, you invariably have high milk consumption. If you cut out another day from your delivery schedule and eliminate Sundays, you are practically inviting people to go to the stores. They will run out of milk because they don't take enough when the delivery occurs or else they do not have space enough in their refrigerators to accommodate the milk they require. It is a difficult job to get six quarts of milk in the ordinary ice box along with all of the other food that must be kept there. Most people with ordinary families will need five or six quarts on three day a week delivery. Our position is that three day a week delivery with no Sunday delivery means less milk sold at retail, lower profits for dealers, less milk produced by farmers, and fewer jobs for our people. In Chicago, our membership has dropped in proportion to the decline in retail routes. In one city in Canada where a No Sunday and No Wednesday delivery was tried for one year, sales dropped off 22 per cent.

Attitude Explained

Question 8—What is the union attitude toward such things as concentrated milk, canned fresh milk, and similar products that might similarly make one day a week delivery possible?

Answer—We have cooperated with the concentrated milk experiments. The failure of that particular product was because the public didn't want it. In non-union as well as union markets, the thing was a flop. Our position on all of these things is that we have to keep

abreast of progress. We can't stop the clock even if we wanted to. Our job is to work in the best interests of our members in a complex industry. Service to the public plus quality is our justification for existence. That industry must progress and we have to progress with it. For example, the cigar makers used to roll cigars by hand and used saliva as a seal. This was obviously unsanitary and when the inevitable step toward a more sanitary method of making cigars came, the union had to move with the times. We intend to keep in step with progress.

Question 9—Most of these questions have been from the dealer's viewpoint. What questions do you have to ask the industry?

Answer—Well, you've caught me somewhat unprepared. I haven't had time to think about questions to the extent that I have a batch of them all ready to fire at you. However, there are some things that I'd like to ask. Why doesn't the fluid milk industry emphasize service to the public more than it does? Why do they try to curtail deliveries, which means curtailing services? Why doesn't the industry expand rather than shrink this profitable part of the fluid milk business? In years past, the motto was "Fresh milk delivered seven days a week."

Another question I'd like to pose on this subject of deliveries is a matter of price. Management claims that every other day and three day a week deliveries enable them to operate at lower expense. If this is so, why isn't it reflected in lower prices for milk? Why isn't some of this saving, if not all of it, passed on to the consumer?

Then there's the question of separating retail and wholesale routes. One route will service stores, another route will service institutions, and still another route will service retail customers. The routes may criss-cross and intertwine, but one will not serve the other. This looks expensive to me. Why can't a route man service all types of accounts?

(Continued on page 30)

PRELIMINARY REPORTS INDICATE



Truck Check a Success

EXPERIENCE and concentration in the Fourth Teamster Truck Check has paid dividends in an effective campaign, according to preliminary reports which have come to Truck Check Headquarters in Washington, D. C., from all parts of the country. A more detailed report on the truck check will appear in the July *TEAMSTER*, but data which was available as this issue was being prepared for publication indicates that the 1952 check was the most successful of the four which have been held. The drive began at midnight, May 11, and extended to midnight, May 16.

Maximum Efficiency

Most of the checkers were experienced and were able to handle the greatest number of drivers with the maximum efficiency. The pattern of checking set in 1949 and improved in succeeding campaigns proved to be efficient both for the checking teams and the drivers being checked.

In addition to the experienced checkers who were on hand in the 1952 drive, local unions and joint councils were able with minimum effort to break in new checkers who had not participated in previous campaigns. A combination of detailed information and instructions plus "know how" on the local level proved to be a combination which made it easy for the new checker to step right in and carry his share of the intensive five-day job.

Local unions and joint councils reported to Truck Check Headquarters that they had developed an excellent system of instruction and briefing for checkers. Despite the

fact that many of the checking teams were experienced, no effort was spared by most locals to see that teams were completely briefed on their checking duties for 1952.

While the changes were not pronounced in checking procedure, enough differences from previous checks were noted to make it desirable to review all steps in checking. This year efforts were made to ascertain the source of fuel and servicing for the trucks which were checked. While it was too early to determine the effectiveness of this question, some reports indicated that it might open up a wide field for organization by the Automotive Conference which has jurisdiction over auto and truck service stations, parts, houses, salesmen, etc.

Will Follow Through

Officers of the Automotive Conference have informed Executive Vice President Dave Beck that their conference would follow through on organizing work within the limits of manpower available to the conference. In addition to the question on union servicing for trucks, the checked drivers were handed a leaflet designed to acquaint them with the fact that there is an Automotive Conference and that there is a tremendous field for organization in this area.

One of the basic premises of the 1952 check was the fact that the teams making the road check were asked to concentrate on over-the-road and general truck driving. This concentration does not mean, according to Vice President Beck, that the other trade divisions are to be

neglected. It means, it was pointed out in the Chicago conference where 1952 procedures were planned, that special efforts are being focused on over-the-road and general driving as the "backbone" of the Teamster movement.

Education Paying

Reports from various parts of the country also indicated that three years of education of the public and trucking management were also paying off. The fact that the International Brotherhood of Teamsters is having a road check every year is now occasioning relatively little adverse attention even in the most management-minded press. A leading weekly business news-magazine announced the coming road check a few weeks before it actually took place as if it were an accepted event in the transportation life of the nation. This attitude is the correct one, Teamster leaders have pointed out. They say that the entire checking campaign is planned and executed in such a fashion that motor transport is not held up or delayed nor is intrastate or interstate commerce impeded. The wisdom of exercising extraordinary care in seeing that commerce is not interfered with, impeded or delayed is proved by the success and the reception given each Teamster truck check.

As this issue of *THE INTERNATIONAL TEAMSTER* was being prepared for press, statistics on the road check had not been compiled. A number of recorders for material in the checking kits had come to Teamster Truck Check Headquarters in Washington, D. C.

the LABOR STORY

... THE NEW DEAL
... WORLD WAR II
... LEGISLATIVE TIME BOMB

PART IV



"Only in free lands have free labor unions survived. When union workers assemble with freedom and independence in a convention like this, it is proof that American democracy has remained unimpaired; it is a symbol of our determination to keep free."

—FRANKLIN D. ROOSEVELT, addressing the International Brotherhood of Teamsters, Washington, D. C., 1940.

THESE WORDS of Franklin D. Roosevelt, author and architect of the New Deal, have been the text of labor's progress from 1933 to the present. The years following Roosevelt's inauguration, March 4, 1933, were destined to be an era of feverish activity, struggle to overcome the paralyzing effects of a depression, and efforts for labor to win once and for all rights both humane and legal it had sought for generations. Since 1933, labor's story is marked off in definite chapters: the early New Deal; dual unionism; continued progress; national defense and the war years; transition from war to peace; the battle against labor restrictions; struggle against inflation, and the "cold war."

Any of these topics is worthy of a book and indeed books have been written about all of them. While the story of the New Deal is comparatively recent, so tumultuous have been the last 20 years that recollection of the depression depths and the fight to overcome the effects of unemployment seem like ancient history. Many in the active labor force today were children when Roosevelt was inaugurated and electrified a nation which had been driven almost to defeatism by bank holidays and unemployment. From the time Roosevelt on Capitol

Plaza said "the only thing we have to fear is fear itself," the country began the long upward climb and in this progress labor played a leading role.

Roosevelt said that our "primary task was to put people to work," and this theme dominated the efforts of his administration not only in the famous "first 100 days" of sensational remedial legislation, but all through his tenure in the White House. The effort of the New Deal proved to be a dual one: to put people to work and to protect them in their right to association; and secondly, to provide legislative protections in the field of finance, conservation, agriculture and social security.

In the same month Roosevelt was inducted, Senator Hugo L. Black, Democrat of Alabama, and Representative William P. Connery, Democrat of Massachusetts, introduced a bill providing for a 30-hour week. This bill was later to become in part the basis of a famous and controversial law, the National Industrial Recovery Act creating the NRA—National Recovery Administration. This act was designed to permit industries to write "codes" of doing business as measures of survival. Labor was protected by Section 7-a and Title II of the bill au-

thorized a \$3,300,000,000 public works program.

The new act stipulated that industrial codes should have three protections for labor: workers should have the right to organize and to bargain collectively through representatives of their own selection, free from interference or coercion; no workers should be compelled to join a company union or be forced to refrain from joining a labor union of their own choice; employers should observe maximum hours and minimum pay rates and the other conditions of employment as provided by the President.

The NIRA was administered by the National Recovery Administration and the blue eagle became its symbol. Efforts were made to generate enthusiasm for the blue eagle and what it stood for. AFL President William Green hailed Section 7-a as a "charter for industrial freedom." The NRA was attacked by reactionary groups and industries were able to side-step their responsibilities toward labor. The United States Supreme Court held the NIRA unconstitutional in the "sick chicken case," brought by the Schecter poultry firm in New York. This meant that the protections of labor were now lost. In the meantime, Senator Robert F. Wagner (Dem., N. Y.), a leading New Dealer and a sponsor of much of the progressive legislation of the Roosevelt era, had introduced a bill to be known as the National Labor Relations Act—and Wagner Act for short.

The bill was signed by FDR on

July 5, 1935, and it sought to give labor by statute some genuine protections—to outlaw company unions, to forbid employer interference with unionism; to create procedures whereby workers could develop organizations of their own choosing in a climate free of fear of discharge and intimidation, etc. So powerful were the forces on the side of the employer that Wagner and others thought some measure of equalization should be provided to the workers.

Attacked by Foes

The Wagner Act, often called labor's Magna Carta, was subjected to attack by reactionaries who fought to stop the advance of labor at every step. But the Supreme Court upheld the act in *NLRB v. Jones & Laughlin Steel Company* with a 5-to-4 decision. Chief Justice Charles Evans Hughes in writing the opinion said, "Employees have as clear a right to organize and select their representatives for lawful purposes as the respondent (steel company) has to organize its business and select its own officers and agents." The decision was a great shock to the business community and industrial leaders never ceased their efforts to hack away through the courts and through political action, efforts which were to be climaxed in the vicious Taft-Hartley Act 10 years later.

During the New Deal, Congress had enacted many other acts which were affecting many aspects of American life, aspects in which labor had quite as large a stake as other segments of society. The banks which were on a "holiday" when Roosevelt came in were reopened and a bank deposits guarantee law was passed. A new securities protection law was passed following investigation by Congress and the Securities & Exchange Commission was set up. Efforts in conservation and multiple purpose flood control projects as envisioned by Senator George W. Norris became a reality in the creation of the Tennessee Valley



The Blue Eagle was reproduced in window cards to identify business firms who were complying with codes of fair trade developed under the NRA in the early days of the New Deal.

Authority and in great public works, flood control and soil conservation programs. Farmers who had been losing farms through depression prices and mortgage foreclosures were rescued through a series of farm acts and efforts to arrest the erosion of the land were attempted in land use projects and a natural resources program of national soil conservation and through a national Civilian Conservation Corps headed by a labor leader, Robert Fechner.

People Got Work

People were "put to work," as FDR had promised through public works jobs under the able direction of Harold L. Ickes and through improvised programs such as Civil Works, Federal Emergency Relief Administration later known as the WPA—Works Progress Administration. Social Security was introduced—and opposed by the die-hards.

One of the sensational developments of the period came through the revelations of Senator Robert M. LaFollette's Civil Liberties Committee and its investigation of industrial violations of humane and legal rights. The committee exposed labor spies and revealed shocking examples of industrial espionage and organized strike-breaking. The committee even revealed that some

companies even had what were in reality arsenals. One steel company had eight machine guns, 369 rifles, 190 shotguns and 450 revolvers, 109 gas guns and 3,000 rounds of gas ammunition. Another steel company had gas equipment amounting to \$79,000 in value and the company was described as the largest buyer of such supplies. LaFollette characterized the arsenals of these two steel companies as "adequate equipment for a small war."

Other acts of significance in the New Deal were the wage-hour or Fair Labor Standards Act which established minimum wages and hours and the Walsh-Healy public contracts act which established the 40-hour week for contractors making supplies for the Federal Government.

The Magic Hand

The symbol and driving force of the New Deal was Franklin D. Roosevelt. He welded together diverse political elements and through his "fireside chats" took his message to the people persuasively. He left his mark as a great political strategist, administrative leader and humanitarian. But Roosevelt's path was by no means an easy one. Organization of the mass production industries began developing in steel, rubber, textiles, etc., and this movement represented departure on the path of industrial unionism and the beginning of an era of "dual unionism" which brought difficulties as well as advances to the labor movement and the President alike. The industrial unions were led by John L. Lewis, president of the United Mine Workers, who headed up the Committee on Industrial Organization, later to be called the Congress of Industrial Organizations. The C.I.O. became militant on all fronts—socially, economically and politically. The militancy of some of the C.I.O. unions resulted in administrative difficulties and some of the left-wing unions were subsequently expelled for their alleged sympathies with Communism. C.I.O. president,



These three symbols of the Axis powers may seem like bad dreams now, but they represented forces of evil which engulfed the world in the most disastrous war in history. Benito Mussolini, Italian leader (left), was hanged by outraged Italian Partisans in Milan. Hedeki Tojo, Japanese militarist (center), was executed as a war criminal by the Allies, and Adolph Hitler, Nazi reichsführer, died in a bunker in Berlin as the Allies were reducing the proud Reichschancellory to rubble.

Philip Murray had made his position clear; he was an uncompromising foe of Communism and was largely instrumental in expelling unions which he felt were dominated by the party liners.

The New Deal period raised many questions of primary importance in the political field. Labor had won so many advances that there was evolved a keen interest in politics, an interest which has not subsided. Labor was particularly active in the large industrial centers. Action was taken by the AFL largely on a state and local basis and by the C.I.O. on a national basis. But labor worked for the same general objectives in the campaign of 1936 and of 1940. The campaign of 1936 saw Roosevelt campaigning against the "economic royalists" and in 1940 for continuation of his program of social and economic justice. The years of politics became complicated by the European War—World War II—which started in September 1939 and for a long time labor was definitely opposed to U. S. entrance into the conflict. Labor did back Roosevelt's policy of aid to the allies and of preparedness for any eventuality.

When the war finally came to America through the attack on Pearl Harbor December 7, 1941, the nation was unified. Millions were out of work—all the devices

which could be mustered had not yet licked unemployment. The preparedness program which was under way was able to do much to overcome joblessness which had been growing serious again. With production increasing and the emotional stimulus provided by our entry into the war, many new problems were created, not the least of which were those in connection with labor relationships set up in the industrial economy in war time.

WMC Created

A War Manpower Commission was created with its system of draft deferments and labor priorities and labor was represented on the agency's major policy commission. Labor was represented in the National Defense Advisory Commission later to become the Office of Production Management and then the War Production Board. Labor sought and achieved a substantial degree of representation and was instrumental in helping to create and extend the use of labor-management committees in industry. Labor was not to be denied representation on major groups of the Government—labor had come of age and insisted on its voice being heard.

A War Labor Board was created which virtually suspended the normal processes of collective bargaining,

but the maintenance of membership principle in labor unions proved to be a net gain. Throughout the war labor made a brilliant record of production in practically every field. The War and Navy Departments recognized the importance of labor through the establishment of special liaison groups and offices to work with production people. The laboring man, whether in the factory at the bench, in construction, on a truck, or in a service industry was a person of importance—part of the vast machinery of war production. His good will was sought by the defense agencies.

While the American men and women were turning out a prodigious job of war work, prices were climbing and the problem of successive pay increases in order to keep within hailing distance of the skyrocketing cost of living was a continuing problem. Too often the daily press joined the reactionaries in magnifying any grievance labor had without looking into the causes of the grievance. As a result, propaganda of an anti-union nature was built up and public resentment was inflamed. This drive was climaxed in the Smith-Connally measure called by the AFL a bill "born of hatred and malice on the part of reactionary Congressmen." Even the conservative *New York Times* called

it "a hasty, ill-considered and confused measure" which was passed over the President's veto.

Seizure power was invoked by the President 40 times as the result of defiance of the War Labor Board's order—26 times when labor differed with the Board and 23 times when the employers were to blame—once when neither labor nor management could agree. Seizure of the Montgomery Ward store brought the strange episode of two military policemen personally carrying Sewell Avery, anti-labor company president, from the premises, providing one of the most ludicrous news-shots of the day. The War Labor Board had its headaches in developing formulas which would maintain economic stabilization while at the same time giving a measure of justice to the workers.

Labor Won Praise

Labor was praised for its loyalty and efficiency in wartime but had to fight for its gains and its economic place despite the recognition given the working man. American workers had given in World War II "the greatest production achievement in the world's history," in the words of Franklin Roosevelt. The election of 1944 saw Roosevelt running for a fourth term and despite the need for unity, the reactionaries tried to invoke symbols of subversion and disaster against Roosevelt and the labor groups, but intense political activity particularly by labor groups outweighed anything which the Tories could do and Roosevelt came in for a fourth term in 1944. The New Deal was soon to be succeeded by the Fair Deal. But the advent of the New Deal, in the words of one historian, was to prove "a momentous watershed in the history of the labor movement."

Before Roosevelt's death in April, 1945, and the elevation of Vice President Harry S. Truman, public officials were looking ahead to what they feared would be difficulties in the post-war and reconstruction period. Labor was just as con-

cerned and feared that the sudden let-down of peace would result in unemployment of ten million persons. But labor would not retreat in 1945-46 as it had in 1919. Labor had won recognition and political importance. Moreover, Harry Truman saw the importance of sustaining purchasing power of the workers as a basis to economic health just as Roosevelt had.

Prices Hit Workers

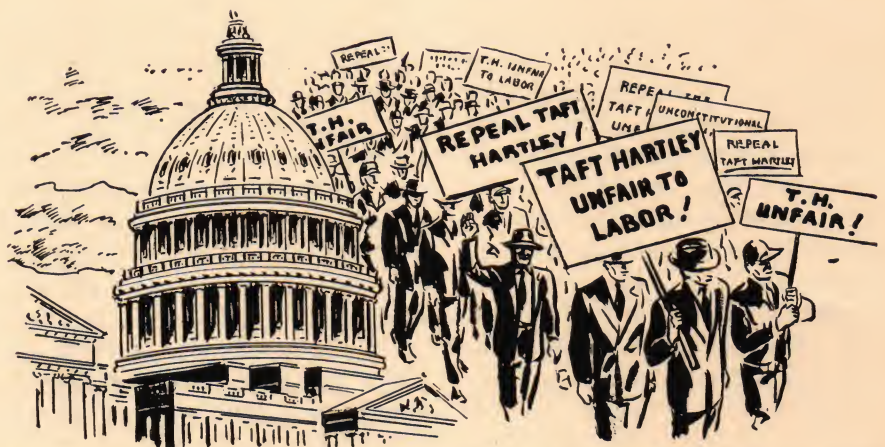
Difficulties arose, however, when prices threatened the workers' pocketbooks. The clamor for wrecking the OPA—Office of Price Administration—and all of its controls, had resulted in the removal of what few price protections and regulations were on the statute books. Prices were going into an inflationary spiral and strikes were turning up in several key industries. Conspicuous were the problems of coal and John L. Lewis' miners became engaged in a titanic struggle against the President of the United States. The Government seized the mines and the miners stayed away in what was called contempt of court. A district judge ruled in fact Lewis and the miners in contempt and that the Norris-LaGuardia Act forbidding the use of injunctions in labor disputes did not apply to the Government—the Interior Department was running the mines—and fined Lewis

\$10,000 and the United Mine Workers \$3,500,000.

The rap at Lewis was serious and other labor leaders feared the general effect on organized labor but the Supreme Court upheld the lower court on a 5-to-4 vote, but reduced the fine from \$3,500,000 to \$700,000. The trouble in coal had been used by the conservative press for all that it was worth to stigmatize labor as dangerous and out of hand. This sentiment was translated into an anti-labor measure known as the Case Bill which was passed in 1946, but vetoed by Truman. But the Tories were not to be denied their objectives. In the elections of 1946, an off year, organized labor failed to get out the vote as it should and as a result some reactionaries came to the Senate and the House. This Congress passed the vicious Taft-Hartley Bill, which was vetoed by Truman and passed over his veto on June 23, 1947, five years ago this month. This act was known as the National Labor Relations Act of 1947 and drastically revised the Wagner Act.

A Lost Battle

Labor had made a strong campaign against Taft-Hartley, but it was too late to undo what labor had let be done in the elections of 1946—i.e. let many reactionaries come to Congress who should never be there. Labor was united against the Taft-



This hypothetical "parade" calling for the repeal of the Taft-Hartley law represents the sentiment of organized labor since the passage of the act five years ago this month. Hostility to Taft-Hartley has brought united action by labor against what workers declare is an iniquitous law.

Hartley law, an extremely complicated piece of legislation, and has not ceased to try to have the law repealed. So detailed is the law that its very complexity in making the average man understand it is one of the chief weapons used by reactionaries in keeping it on the statute books. Banning the closed shop, establishment of elaborate procedures of labor-management relationships, erection of barriers to normal and traditional labor relations, prohibition of secondary boycotts, were only a few of the many prohibitions set up by Taft-Hartley.

In 1948, labor had become incensed enough by the act that its forces turned out in considerably better numbers than in 1946 and re-elected Truman President despite the confidence which the Republicans had of capturing the White House and Congress. Labor has called Taft-Hartley a slave-labor act and perhaps more precisely a "legislative time bomb" which can explode with disastrous force under favorable detonating conditions.

Labor Fights Back

Since Taft-Hartley was enacted, labor has sought to repeal the act, but has been frustrated at every turn. In the 1950 elections, the repeal of the law did not play the part it had in 1948. Labor has had other problems and responsibilities, not the least of which was the constant struggle against inflation. As prices began rising, labor found that its take-home pay became less and less. And inflation was abetted considerably a few months later when the United States began an extensive arms program. The "cold war" and World War II aftermath had compelled the United States to come to the rescue of Europe through the Marshall Plan, a program of foreign loans and technical aid. Labor participated in helping develop the Marshall Plan and was active in all phases of foreign affairs. Labor advisers were set up with Marshall Plan missions in Europe, so important was the role of the worker con-

sidered. Moreover, labor participated in helping to found the International Confederation of Free Trade Unions to counter the Soviet-dominated World Federation of Free Trade Unions.

Labor was also active in public affairs both in the U. S. and abroad. On the home front labor battled for a decent break in price control, housing and welfare, but made relatively little headway. The AFL, C.I.O., Railroad Brotherhoods and independents joined together in the United Labor Policy Committee to act for labor in recommendations to the Government on labor's role in



An atomic explosion in 1945 followed by the wartime bombing of Hiroshima opened the atomic age and with it came portents of many problems which affected every country in the world. Atomic production works opened up new and extensive works projects for trade unions in the construction field..

the Korean War which had broken out in June, 1950. Labor was represented on the Wage Stabilization Board, but the sailing was not too smooth. Labor "took a walk" from the original Board and a newer one was reconstituted in which labor has been active. The United Labor Policy Committee broke up after a few months' activity when the AFL member withdrew. But labor continued to think and act along parallel lines on major phases of basic policy.

All groups were pretty well agreed that the working people needed consideration in new legislation for improved Social Security, aid to edu-

cation, housing, medical care and many other aspects. But as 1952 approached the mid-point labor also knew that 1952 might also be a year of great decision—a decision which would be made at the polls in the election of public officials who would shape labor's destiny for years to come.

Feinsinger Defends WSB Jurisdiction

Serious strikes may occur, if jurisdiction over labor disputes were taken from the Wage Stabilization Board, Nathan P. Feinsinger, chairman of WSB, told the House Education and Labor Committee recently.

Since the steel seizure, various reactionary forces have been attempting to undermine the work and prestige of the Wage Board and asking that Congress take away arbitration powers of the WSB.

Feinsinger took a stand opposite from that of Charles E. Wilson, former director of Defense Mobilization, who recommended that the board be stripped of jurisdiction over disputes. Wilson proposed an all-public board as a substitute. This also was opposed by Feinsinger.

"Already, there are signs of serious unrest resulting from uncertainty as to whether or not the board's jurisdiction will continue," the WSB chairman said. "I refer not only to disputes which might in the future be certified or submitted to the board for assistance in final settlement, but also to disputes now pending before the board.

"These disputes include a substantial part of the oil industry, the iron ore industry, the aluminum industry, and important plants in other defense industries. The parties to these disputes have voluntarily kept the peace while the board was considering its recommendations or decisions."

The Wage Board chairman said he questioned the wisdom of an "all-public" board, or one in which the public members could outvote any combination of labor and industry members.

ICC Adopts Safety Regulations

Editor's Note

On May 12 the Interstate Commerce Commission released the adopted and prescribed Motor Carrier Safety Regulations. These become effective July 1, 1952. Members will recall the discussion of the regulations by Frank Tobin, director of research, at the recent Chicago conference of the National Over-the-Road trade division.

The accompanying summary published is a condensed version of the text of the regulations which have been incorporated in a 93-page document. The complete document published by the Government Printing Office, Washington, D. C., is entitled, "Qualifications and Maximum Hours of Service of Employees of Motor Carriers and Safety of Operation and Equipment" (Decided April 14, 1952).

Teamsters are invited to note the summary of Part 191 particularly on "Qualification of Drivers."

BY ITS report and order of April 14, 1952, in Ex Parte No. MC-40 and related proceedings, released today, the Commission has adopted and prescribed Motor Carrier Safety Regulations to become effective July 1, 1952.

The following statement is intended to identify those rules which represent the more important changes from the present regulations. It must not be assumed that this summary is to be relied upon as an index of all changes or as a complete statement of the content of any particular rule.

All of the safety regulations presently contained in Parts 1 to 6, inclusive, which are to be in effect on the effective date of the order are included in Parts 190 to 196, inclusive. Certain regulations relating to explosives and other dangerous articles in Part 197 are not included. In order to conform to the numbering system prescribed in the Code of Federal Regulations all present rules which have not been changed have been re-stated and re-numbered.

PART 190—GENERAL

This part includes definitions, general policy statements, a statement as to applicability, and a list of the district field offices at which certain reports are to be filed.

In the definitions, and throughout the regulations, an effort has been made to

Rulings Governing Motor Carriers Becomes Effective July 1; Regulations Are Summarized Here for Members' Benefit

bring the text of the rules into conformity with the Uniform Vehicle Code to the fullest extent possible. This has resulted in adoption of the term "truck tractor" instead of the word "tractor" used in the present regulations and a few other changes. The term "driveaway-towaway operation," defined in Section 190.9, is new.

Section 190.30 is a statement of policy indicating no intention to preclude states or subdivisions thereof from establishing or enforcing safety requirements which are not inconsistent with the Commission's regulations.

Section 190.31 requires that the regulations relating to buses and the transportation of passengers will apply whenever any motor vehicle other than a bus is used for the transportation of passengers.

Section 190.32 makes it the duty of the carrier to require observance by drivers of rules relating to drivers.

Section 190.33 sets forth the applicability of the several parts and is similar to the applicability chart shown on page 96 of the present regulations.

PART 191—QUALIFICATIONS OF DRIVERS

Section 191.2 states the minimum physical qualifications for drivers. The new requirement for visual acuity is not less than 20/40 in each eye, although provision is made that until January 1, 1954, visual acuity meeting the present standard of 20/40 in one eye and 20/100 in the other will be acceptable with respect to any person working as a driver on the effective date of this section or who was so working at any time within six months prior to that date. Paragraph (c) establishes a definite measurement of hearing, instead of the present requirement for "adequate hearing." This standard must be met without dependence on a hearing aid.

The subject of physical examinations is dealt with in Sections 191.8 and 191.9. 191.8 requires that no person shall drive unless he has been examined by a licensed doctor of medicine except that a motor carrier may continue to use until January 1, 1954, any driver for whom it now has on file a certificate or who is qualified under the present regulations to drive without such certificate.

Section 191.9 provides that on and after January 1, 1954, every driver shall be physically re-examined at least once in

each 36 months. The present rules require only a pre-employment examination.

Section 191.10 provides that the carrier shall have a doctor's certificate, or a photographically reproduced copy, on file at its principal place of business for every driver required by the regulations to be examined, and that the driver shall have in his possession, while driving, such a certificate or a photographically reproduced copy thereof. The present period of 10 days in which to file the certificate is eliminated.

Section 191.11 prescribes the form of doctor's certificate, whereas the present regulations contain only a recommended form. This section also provides the general instructions for the guidance of physicians in making examinations. It will be noted that sheet 12 of the mimeographed order contains a re-statement of Section 191.2. The purpose of this is to provide for printing as part of the instructions to the doctor, information to enable him to know what the Commission's minimum requirements are.

Section 191.13 requires motor carriers to give due consideration to the accident record and law violation record of drivers and to require preservation of information of this nature as part of a driver's personnel record.

PART 192—DRIVING OF MOTOR VEHICLES

Section 192.1 specifically includes drivers as being subject to the regulations in this part. It requires carriers to take such measures as are necessary to insure compliance by persons subject thereto.

It has been the purpose to avoid inclusion of regulations which merely duplicate traffic laws administered by state and local police. Section 192.3 requires that motor vehicles shall be driven in accordance with local laws and regulations unless such local laws are at variance with specific regulations of the Commission imposing a greater affirmative obligation or restraint.

Sections 192.7 and 192.8 not only provide that drivers shall satisfy themselves that parts and accessories are available and in working order but also require that drivers shall not fail to use such parts or devices when needed.

Section 192.9, paragraph (d), is new and requires that standees on buses be to the rear of a line or bar prescribed in 193.90.

In Section 192.50 rules prescribing responsibilities of drivers and other employees of motor carriers while fueling vehicles have been stated in greater detail than in the present regulations.

A number of prohibited practices are set forth in Subpart G. Some of these are new provisions, including those prohibiting drivers from allowing unauthorized persons to drive, riding within closed vehicles unless means of obtaining exit are available, and operating vehicles when evidence of carbon monoxide is present.

PART 193—PARTS AND ACCESSORIES

The lighting requirements shown on the diagrams in Sections 193.11 through 193.17 are essentially the same as those in the present regulations. The requirements in Section 193.18 for motor vehicles with projecting loads are new.

Section 193.19 would require additional tail and stop lamps on vehicles manufactured after June 30, 1953.

Starting with Section 193.24, the regulations contain numerous references to SAE Recommended Practices and SAE Standards as found in the SAE 1952 Handbook. The regulations containing these references make the requirements much more specific.

Section 193.26(d) permits retroreflective surfaces, the most familiar type of which is Scotchlite, to be used in color combinations which heretofore would not have been permitted under a strict interpretation of the use of reflectors of different colors.

Section 193.31 would require on vehicles manufactured after June 30, 1953, separate protection for the headlamp circuits. Section 193.32 makes more specific the type of electrical connection to be used between units.

Section 193.42(c) changes the requirements insofar as the brakes on front wheels of trucks or truck tractors having three or more axles are concerned.

Section 193.43 changes the requirements with respect to breakaway brakes in that after June 30, 1953, every new towing unit must be equipped with a device or means to prevent loss of braking capacity on the towing unit as well as the towed unit in the event of a breakaway.

Section 193.44 adds a new requirement on buses manufactured after June 30, 1954, in that it requires an additional means for braking control.

Section 193.49 incorporates a requirement for vehicles manufactured after June 30, 1953, that one valve operate all the service brakes on a motor vehicle or combination of motor vehicles.

Subpart D of Part 193 is almost entirely new. It requires that windows be of certain sizes, that buses be equipped with either push-out windows or windows

glazed with laminated safety glass, and that escape windows be appropriately marked. The present prohibition against case-hardened glass has been removed provided this type of glass is used in the locations permitted by the American Standard Code and also provided that if it is used in bus windows the window must be of the push-out type.

The major changes in Subpart E—Fuel Systems—consist of the incorporation of a very stringent specification for side-mounted gasoline tanks and the incorporation of a specification for motor vehicles using liquefied petroleum gas for fuel.

Section 193.70(c) incorporates an additional requirement that fifth wheel locking devices apply automatically on vehicles manufactured subsequent to December 31, 1952.

Section 193.70(f) changes the requirements for safety chains in that it would require one safety chain installed in the manner shown in the diagram on vehicles manufactured after December 31, 1952.

Section 193.75 is an important new provision. It requires tires of adequate size to support the gross weight. It is written in terms of an axle limitation depending on tire sizes.

Section 193.76 specifies the requirements for sleeper berths in much greater detail. It requires them to be of specified sizes and in Subsection (h), the rules require that on sleeper berths installed after December 31, 1952, they shall be on the power unit and that they be larger than those required prior to that date.

Section 193.77 differs from the present requirements in that it specifies the types of heaters which may be used on property-carrying motor vehicles in addition to the present requirements which relate only to buses. It is particularly to be noted that solid type fuel heaters will not be permitted in cargo spaces and that subsection (c) (9) places limitations on the types of heaters which exhaust directly into the cargo space.

Section 193.78 requires two windshield wiper blades instead of one and requires that, on new vehicles after June 30, 1953, they be equipped to prevent inoperation of the blade under certain conditions.

Section 193.80 requires a rear-vision mirror on both sides of motor vehicles except for certain types of vehicles which have a view to the rear through a window.

Section 193.85 strengthens the requirements relating to securing the load.

Section 193.86 requires that the rear ends of motor vehicles be protected. This requirement essentially is against overhang which would permit another vehicle going under the rear end of the motor carrier vehicle. The rule does not require bumpers since it would permit other types of rear end construction, such as drop frame trailers, rear-mounted axles, and other similar arrangements to

be used, provided such other devices fulfill the requirements.

Sections 193.90, 193.91 and 193.92 require on buses a standee line or bar, prohibit unattached aisle seats, and require doors to be marked.

Section 193.95(a) requires, after December 31, 1952, that fire extinguishers be of larger capacity than heretofore required.

Section 193.95(d) makes more specific the requirements as regards tire chains.

Section 193.96 changes the requirements with respect to First Aid Kits in that it permits the use of many types of commercial first aids, which are available in ordinary drug stores, in addition to the unit type kit requirements.

PART 194—REPORTING OF ACCIDENTS

No change has been made in this part except for greater detail in the instructions relating to preparing accident reports, set forth in Section 194.12.

PART 195—HOURS OF SERVICE OF DRIVERS

No changes have been made in the maximum on duty time or maximum driving time established by the present regulations.

Rule 195.6 is new and provides that no sleeper berth shall be occupied by more than one person at any time.

Section 195.7 is a new provision stating the circumstances under which travel time of drivers may be computed as off-duty time. Although the present regulations have no comparable provision this rule incorporates the substance of informal interpretations of the present regulations.

A major change from the present regulations is set forth in Section 195.8 which requires the keeping of drivers' daily logs. The new rule substantially enlarges the area within carriers and drivers are relieved of the requirement for keeping of logs, subject to certain limitations stated in the new rule. This change in no way modifies the application of the maximum hours of service as to any drivers in interstate commerce, but merely provides relief from keeping logs under specified conditions.

PART 196—INSPECTION AND MAINTENANCE

Section 196.2 changes the requirements with respect to inspection and maintenance in that it requires motor carriers to keep specific records. It should be carefully noted that this requirement applies to "all motor vehicles subject to its control" which, of course, includes vehicles leased to the carrier.

Section 196.5 is a new provision which permits specifically authorized Commission employees to declare a motor vehicle "out of service."

SHORT HAULS



"PAR" Spearheads New Good Roads Movement

A new "good roads movement" has blossomed as the result of concerted activities of a number of organizations interested in highway improvement.

The new movement is called "PAR" which stands for "Project-Adequate Roads." The organizations boosting PAR have five main goals on their agenda:

- proper classifications of roads into systems;
- funds for adequate highway systems;
- dedication of highway use taxes to highway purposes;
- fair distribution of highway costs, and improved highway administration.

Intercity Truck Freight For '51 Shows Increase

Tonnage transported in intercity carriage in 1951 showed an increase of 7 per cent over the figures for 1950, according to research reports based upon Interstate Commerce Commission figures.

The rate of gain of 1951 over 1950 was much less than the 28 per cent gain which 1950 showed over 1949 but was well above the four per cent increase which 1949 figures showed over 1948.

All regions of the country except one showed gains with the heaviest being made in the Pacific region, 15.5 per cent and smallest in New England, 3.3 per cent. The Middle Atlantic region reported a 2.6 per cent decline.

Tonnage trends on a commodity basis fluctuated widely, the reports indicated. They ranged from a decrease in film carriage of 48.4 per cent to a gain of 25.5 per cent for carriers of refrigerated solids. Other

commodity reports showed: general freight up 6.7 per cent; household goods up 11.3 per cent; heavy machinery, up 19.9 per cent; liquid petroleum, up 12.2 per cent; refrigerated liquids, down 6.9 per cent; farm commodities, up 18.6 per cent; motor vehicles, down 5.9 per cent, and building materials, up 3.3 per cent.

Bulletin Approves Brandeis Quotation

"Economic Justice," bulletin of the National Religion and Labor Foundation, notes with approval use in the April TEAMSTER of a passage from the late Justice Louis Brandeis.

"We believe that perspective will help in creating better understanding," says "Economic Justice." "For instance, the April INTERNATIONAL TEAMSTER cites some wise observations from the late Associate Justice Brandeis."

From the Brandeis statement the foundation publication reprints the following:

"In 1802 the first factory act was passed (in England) limiting the employment of children in the textile mills. There is hardly an economic or social argument now urged against minimum wage laws which you cannot find raised against that act in the parliamentary debates and the contemporary literature of England. Yet the condition was then this: Children of five or six years, and in some instances even children of four, were at work in the textile mills from 15 to 16 hours a day. It took 25 years to raise the age limit for children to nine years. . . . It seems to me there has never been an advanced legislation regarding the condition of labor, regarding the condition of citizens, where the calamity howl has not met every step. . . ."

Minn. Court Rules Against State's "Little T-H" Law

The Minnesota Supreme Court in ruling against application of a state labor relations law in disputes involving industries in interstate commerce may have set a precedent for other courts in so-called "little Taft-Hartleys."

The case involved the International Typographical Union and its local against the *Faribault Daily News*. After the local went on strike, the newspaper got a restraining order from the district judge. The newspaper had powerful allies which included the Minneapolis Associated Industries, St. Paul and Duluth Employers' associations and a printing employers' association.

The union countered by going to the state supreme court and asked for a writ of prohibition against the district judge. The union won a temporary writ which has recently been made permanent.

The injunction provisions of the Minnesota law is regarded by many labor lawyers as among the most vicious in the country.

Senate Group Recommends T-H Law Amendment

An amendment to the Taft-Hartley law as it applies to the construction industry was recommended last month by the Senate Labor Committee.

Under the recommended amendment employers would be permitted to contract with unions for wages and working conditions before hiring workers and the waiting period for joining a union would be cut from 30 days to seven.

Employers have told the committee that it is necessary for them to know what their labor costs will be before they can bid intelligently

on a job. The unions had testified that the 30-day union-shop requirement was unworkable in the industry because many workers were not on the job that long.

The approval of the amendment had been held up because some unions had objected to the law change on the ground that the AFL building trades unions would be given virtually a closed shop. The objection has been surmounted by permitting the ousting of the contracting union if workers on a job vote for another union in a "speed-up" National Labor Relations Board election.

"Diesel Smoke" Record Composed by Teamster

A West Coast Teamster is the composer of a new juke-box hit "Diesel Smoke and Dangerous Curves."

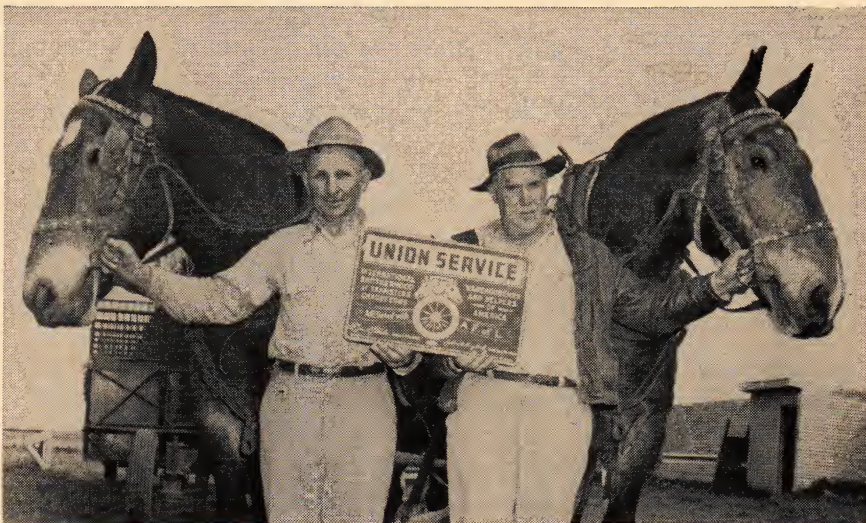
The composer is Carl Martin, a member of Local No. 357. Six performers have already cut discs on the Teamster's new piece. Those who have recorded it include Burl Ives for Decca; Sons of the Pioneers for Victor; Gene Autry for Columbia; Tiny Hill for Mercury; Bill Strange for Capitol, and Doye O'Dell for Intro.

"Oregon Teamster" Wins Safety Award

The *Oregon Teamster*, official weekly publication of the Joint Council of Drivers No. 37, Portland, Ore., has just been awarded the National Safety Council citation for the second successive year. The award was made by the safety council for exceptional service in public safety.

The award to the Teamster publication was based on a special series of safety articles, "Rx for Safety" written by professional truck drivers, and for its continuing use of cartoons, photographs, stories and editorials on highway safety.

'They're Off!' at Portland Meadows



It's horse racing time again in Oregon, and these Portland Teamsters are quick to display the sign of the day—the Union Shop Card. Portland Meadows, a leading Oregon race track, provides employment to many Teamster union members, including Joe Garbarino (left), an old-time team driver of Local No. 162. He is believed to be one of few Teamsters still driving a team of horses used to haul the starting gate into position. At right is Tommy Sherlock.

The *Oregon Teamster* was one of seven weekly newspapers to win the award and was one of five in a similar group in 1950.

Money "Saved" Proves Expensive to Builder

An accident which was the result of a money-saving effort by a contractor has resulted in a \$136,500 damage award, to a Detroit painter, the largest ever given in Michigan. The painter who had suffered the accident and sought recovery is Clarence H. Buckner, of Local No. 675, AFL Painters.

Buckner was working 75 feet above ground in Trenton, Mich., when a crane knocked the scaffold on which he was working from under him. The painter fell to the concrete below. Injuries required more than seven months hospital care and medical costs were \$17,000.

Testimony indicated that the crane company had persistently refused to put a safety man on the crane saying that it would be "paying for a man to sit around." The crane operator, minus a safety man,

was unable to see the painter on the scaffold.

Health, Welfare Filing Procedure is Amended

An amendment to the Health and Welfare Regulation General Wage Regulation 19 was approved by the Wage Stabilization Board March 28 to eliminate filing of petitions by employers now paying part or all of the premium of standard prepayment hospital, surgical and in-hospital medical expense benefits, where such plans are amended and approved unanimously by the WSB Health and Welfare Committee.

Instead, the prepayment organization offering the plan will file a petition for changes in the plan with the WSB Health and Welfare Committee. If the committee, by unanimous action, approves such amendments and waives the requirements for filing under GWR 19, all employers now paying part or all of the premium cost of these benefits may put into effect the changes without filing, provided that the ratio of employee contributions remains unchanged.

"Tenigue" New Name for Tension and Fatigue

More coffee stops are the remedy for "tenigue," a new national disease which is blamed for the mounting toll of highway accidents.

"Tenigue" is a coined word made up of "fatigue" and "tension." The author is L. S. Harris, executive secretary of the American Association of Motor Vehicle Administration.

Harris says that world affairs, economic strain and the general tempo of modern living all contribute to tension. This, he says, in combination with driver fatigue results in unsteadiness in driving, lack of hand and eye coordination and slowness in mental observation and physical reactions.

The official believes that more coffee stops by drivers may be the answer. He says he stops every hundred to 150 miles to stretch and have a cup of coffee before getting too tired and tense. The stops break the trip and help the driver to relax, the vehicle organization official thinks.

Automobile Clubs Seek Signal Improvement

Automobile clubs are making a campaign for the use of mechanical

directional indicators for cars in the interest of public safety.

Mechanical aids are insisted upon by motor clubs as highly preferable to the use of the conventional arm signals for turning. One of the chief reasons for distrusting the arm signal is the lack of uniformity in the signal. The arm signal may have one meaning in one state and an altogether different one in another, thereby contributing to traffic hazard and danger.

Oregon Truckers Fight Oppressive Ton-Mile Tax

If the Oregon railroad scheme to impose a tough ton-mile tax on trucks is approved in the next general election, a veritable paradise for bureaucrats will be created, the Washington *Teamster* recently commented in an editorial.

All trucking interests of the Pacific Coast state are bitterly fighting for repeal of the ton-mile tax already in effect in the state. It takes a constitutional amendment to approve the discriminatory measure.

Commenting on the cost of collecting the tax, the Washington *Teamster* says, "It will require literally thousands of little bureaucrats, running around all over the state, checking and counting and weighing

trucks, to collect the money the railroads say the tax will raise."

Freight Handlers Win Pay Rise in Rochester

A compromise offer of a 12-cent-an-hour raise, plus several fringe benefits, settled a dispute with employers for freight handlers and warehouse workers affiliated with Teamsters' Local No. 118, Rochester, recently.

Six cents of the offer went into effect immediately, while payment of the other six-cent raise hinges on Wage Stabilization Board approval.

Chicago Milk Drivers Announce Scholarship

A scholarship plan by which tuition and fees up to \$500 will be given to DePaul University, Chicago, has been announced by Local No. 753 of the Windy City Milk Drivers.

The scholarship winner will be selected by a DePaul scholarship committee on the basis of the applicant's high school record, personal interview, and score on an aptitude test.

Eligible is any high school graduate who ranked in the upper quarter of his graduating class and who is the son or daughter of a member of the Local in good standing for at least two years.

Local 550 Teamsters Honored for Safety Record



Ten years without a driving accident—that's the record of this group of drivers of Local 550, New York City, employed by Cushman Sons, Incorporated. Back row, left to right: Ronald Cameron, John Palazzo, John Meyer, Jerry Lynch, Charles Gerlach, Sr., Charles Gerlach, Jr., Thomas Ivers, Gerald Murray, James Black, Herman Lange, William Murfitt, Arthur Lambert, Thomas Hansen, John Bregenzer. Second row (seated): Charles Kuentz, Jack Scherer, Joseph A. Clark (union officials), Peter Finacune, Patrolman Lombardi, Police Safety Squad; Fred Woisin, Frank Riefert, Charles Michels, Lester Intemann, John Garrett, John O'Brien, Nicholas Palazzo. Front row, left to right: Bob Elmer, Thomas Howell, Harold Fajans, Charles Ermer, John Devine, John Murtha, Charles Klug, Fred Habenicht, Robert Wilson, Louis Kuhn, Pat Smith, Fred Fiess, Tom Cameron, Ben Kryzminski, Henry Chupsa, Teddy Smith.



Tricks with Starch

Got some very limp white cotton gloves? Next time you launder, starch them lightly. It will give them new life and keep them clean longer.

A little starch does wonders for droopy rayon and nylon lingerie and blouses. A light starch treatment will freshen them considerably.

Collars and cuffs are always better for a light starching. Keeps them clean much longer and helps prevent wrinkling.

* * *

TV—An Aid

Do you know that some women claim that owning a television set is almost like having a nursemaid in the home? The children always used to be underfoot during the busiest part of the supper preparations. Now they are good as gold and quiet as mice, watching "Howdy Doody," and the other wholesome television entertainment sponsored during the late afternoon and early evening for the small fry.

* * *

Dingy Bathroom?

How does your bathroom look these days? Want a bright decorating tip? A friend of mine, whose bathroom incidentally is small, recently did a paint job on it that has turned a dull, dingy room into a bright and shining spot. She painted wall, woodwork and floor, solid white. She painted right over her worn linoleum-covered floor with white deck paint. In her solid white bathroom she has also hung a white tieback curtain—but—her color comes in her accessories—her towels and bath mats. She has one bright red set, one chartreuse, one rose and one aqua. They all look just lovely. The effect is very clean, different and attractive.

* * *

Sweet Gift

Are you looking for a different kind of gift and one not too expensive for some female friend or relative? A friend of mine often gives little food delicacies with an attractive container to go with them and the recipients are always delighted. Once for a little birthday luncheon party, her gift was a cute little jam

jar, shaped like an apple, with a jar of apple butter to go with it. She did the same with a jam pot fashioned like an orange and accompanied by a jar of orange marmalade.

Once for a housewarming gift, she took a darling little candy dish, accompanied by a supply of her own delicious homemade fudge. Once she took a lovely cake box—complete with homemade cake. *Deliciously* different don't you think?

* * *

Let's Make An Omelet

The omelet is a very wonderful and versatile dish, good for breakfast, lunch or dinner, or that unexpected midnight snack. Why not make yours Spanish? Here's how:

- 3 eggs
- 3 tablespoons of water
- $\frac{3}{4}$ teaspoon of salt
- 1 finely chopped onion
- 1 green pepper chopped
- 2 cups of canned tomatoes
- 3 tablespoons of butter
- 2 teaspoons of paprika
- 3 olives chopped
- 1 pimiento chopped

Simmer the onion, olives, pimiento and green pepper in the butter in a frying pan. Add the tomatoes and seasoning and cook slowly one-half hour in saucepan.

While that mixture is simmering, separate eggs, beat yolk, salt and water until thick and lemon colored. Fold in stiffly beaten whites. Pour into slightly heated and greased frying pan. Cook slowly over low flame for three minutes. When the omelet is finished, put one half of the simmering mixture between the folds of plain omelet and pour the rest of the mixture over the top.

* * *

From Way Down in Dixie

Looking for a new recipe to try? We went way down to the Deep South for these "Ma'am," and we think "you all" are going to like them.

MAMMY'S CORN PUDDING

- 3 tablespoons corn meal
- 1 tablespoon salt

- $\frac{1}{2}$ teaspoon paprika
- $\frac{1}{2}$ cup cold milk
- 2 cups hot milk
- 1 tablespoon butter
- 2 cups crushed corn
- 2 eggs

Stir together the corn meal, salt, paprika and cold milk. Stir this mixture into the hot milk. Cook and stir over boiling water until the mixture thickens. Remove from the fire and stir in the other ingredients. Turn into a buttered baking dish. Place in a pan of boiling water and cook slowly until the center is firm.

* * *

Do you have trouble getting that man of yours to eat salads? Here's a hearty one we know he'll enjoy:

MISSISSIPPI COLE SLAW

- 1 firm head cabbage
- 1 green pepper
- 1 red pepper
- 1 small onion chopped fine
- 1 cup chopped cold tongue
- 1 cup cold chopped ham
- 1 cup mayonnaise
- 1 egg white

Chop cabbage and peppers. Mix all the ingredients except egg and mayonnaise together. Thin the mayonnaise with the egg white, mixing thoroughly. Add salt and pepper, and sugar if a sweet dressing is desired. Pour over slaw and mix thoroughly.

* * *

Sweet Watermelon Pickles

- 7 lbs. watermelon rind
- 3 lbs. sugar
- 2 cupfuls vinegar
- $\frac{1}{2}$ cupful water
- 1 tablespoonful whole cloves

Pare the rind from the melon and also the pink flesh. Cut the white part into inch-cubes. Cover with water and cook until tender, then drain. Boil the sugar, vinegar and water for 10 minutes. Add the cloves in a little cotton bag, simmer for 1 hour, then add the melon cubes and simmer for $1\frac{1}{2}$ hours or until the melon is transparent. Seal in sterile jars while hot.

* * *

Tomato Twins

While we're speaking of food, I had a delicious and attractive salad in one of our restaurants the other day. It was entitled simply "Tomato Twins." A ripe tomato had been halved on a bed of lettuce and on top of one half was a scoop of egg salad, on the other tuna fish. It was garnished with olives, carrot sticks and potato chips. It was so good I ordered it the next time I visited the restaurant and the salads featured that day on the "tomato twins" were ham and chicken. Why not try this at your next Canasta Club luncheon, or for the family on one of these hot sultry August evenings when it's just too warm to prepare—or eat—anything hot for supper.

Teamsters Honored On TV Program

(Continued from page 8)

about the meeting in these words, "At the City Hall on Saturday, April 12, outraged truck owners arrived for a meeting. Coincidentally a delegation of union members arrived five minutes later. Neither side knew the other would be there, but both hated the gougers and recognized the desperate urgency of the situation. They sat down together . . . in less than 30 minutes a complete plan of action was agreed upon. In time of crisis, 30 minutes was all that was needed."

The cooperative efforts were emphasized in words and pictures as Seymour and the narrator continue the story, "In this emergency the truckers' union and truck owners became allies. They rushed from City Hall to fulfill a pledge. The management had agreed to provide all the trucks and gasoline for a complete evacuation. The union was to provide all the drivers and helpers that would be needed for this round-the-clock operation—39,000 families would have to be moved and not one penny charged. And radio and sound trucks spread the news. . . .

"By early the next morning Operation Evacuation was in full swing. Truck drivers and assistants moved in large groups at union headquarters where the dispatching center had been established. Truck owners saw to it that a fleet of trucks were standing outside, ready to roll. . . . They moved fast. There was no panic. Calls came in and were handled by truck owners and union members sitting side by side. Truck pools were formed in key places and were dispatched by short wave radio. This was a race with the Missouri river."

The desperate operation was successful and the two groups, management and labor, which had been at odds in collective bargaining negotiations for weeks had proved that

they could and would work "in harness" in a great humanitarian team. "We, the People" called the effort "the greatest mass evacuation in United States disaster history."

Both President Capellupo and Carrier President Nogg paid tribute to the volunteer efforts of the truck drivers for their work in making "Operation Evacuation" a dramatic success.

Labor Must Keep Abreast of Progress

(Continued from page 17)

It would mean better, more efficient routing of trucks as well as job stability for the retail route man. He wouldn't find his route so seriously affected by a trend toward store buying. He would probably do a better job, and there would be a more efficient operation all around. Why is it done the other way?

Another thing, why do milk dealers in their public relations speak of a retail delivered quart of milk? Why not average out all figures such as retail, wholesale, bulk, etc.?

A final point: "Why do dairies compete with their own route salesmen by selling to independent contractors at a lower price? Some firms encourage vendors to undersell their own salesmen. If a dairy wants a vendor business, confine it 100 per cent to vendors. Our members who are employee retail salesmen are absolutely stupefied when a vendor with the same bottle of milk from the same dairy undersells them in a store or home. This simply is not fair or honest.

I left Mr. Gillespie's office with the feeling that management could do a lot worse than try out something similar to that which labor is trying out in the International Conference of Dairy Employees. If we who are on the management side of the fluid milk industry want to know what labor has on its mind, it would seem quite logical that the best way to find out would be for someone from the ranks of labor to tell us.

NY, Jersey Plants Underwrite Benefits

The first industry-wide welfare and pension program in the ice cream business has been put into effect in 32 New York and New Jersey plants.

An agreement between the 32 plants and three Teamster locals offers benefits to about 3,000 employees and approximately 10,000 dependents. Jointly administered, the program is financed entirely by employers through contributions equal to 10 cents an hour.

Disability benefits up to \$40 a week will be provided, with \$2,500 life insurance and a like amount for accidental death and dismemberment. Blue Cross hospitalization benefits for employees and their families include maternity coverage for wives.

Half of the employers' contributions are accumulated in a pension fund, which, along with social security benefits, will bring retired members of the three locals between \$125 and \$170 per month.

The welfare plan continues insurance benefits for workers unemployed or laid off. This is of great importance in the ice cream industry with its heavy seasonal employment between April and October.

Seattle Station Operator Knows Union Card Value

Darrell Crowder, a former supervisor of service stations for Union Oil Company, recently took over operation of a Union station at East 45th and Roosevelt Way in Seattle.

One of the first things he did after taking over the big station was to ask a business representative of Service Station Attendants' Local No. 309 to call. Then, with his four employees, he signed up with the Teamsters' Local and put the Teamsters' Union Shop Card up where everybody could see it. He says he learned the value of the Shop Card while working as a supervisor for Union Oil.

"Cold Solder" for All Metal Surfaces

A "cold soldier" is being marketed by a Flushing, N. Y., firm, which is applied with a putty knife and adheres to all metals including aluminum. This synthetic material hardens in minutes and is useful for repairing cracks and pits in metal surfaces and for filling body-fender work, says the manufacturer.

Device for Testing Small Armatures

Replacing the common growler for the testing of armatures is a new bench-mounted device presented by a Chicago firm for small armatures. At each end of the tester are support rings through which the armatures to be tested are placed. These rings are so adjusted as to allow 1/16 in. between the armature and the transformer poles, which are located in the frame. The armature then is rotated by actuating the 6-v transformer in the housing, controlled by a foot switch and when a shorted coil is reached, the armature stops automatically. A pointer, located at the top of the test stand or on the opposite side of the armature clearly indicates the shorted coil.

Economy, Performance Features of Charger

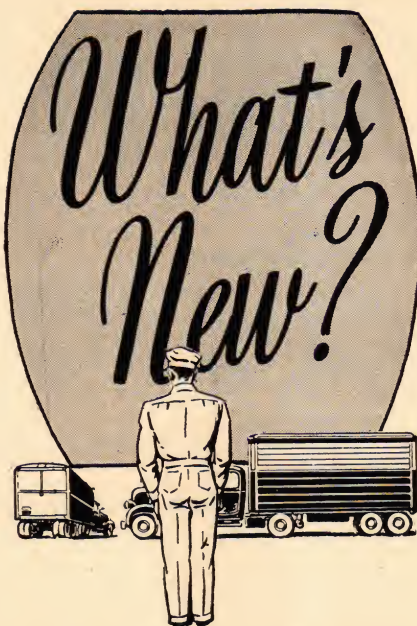
There is currently being marketed a new battery charger, equipped with a full-wave selenium rectifier. Suitable for slow rate, either 6 or 12 v, the unit is designed for use on batteries which require a continuous slow, taper-charge. Outstanding for its economy of operation, a standard-sized battery can be fully charged for less than two cents worth of current. It is also fully protected against overload and reverse hook-up.

Mirror Shield Prevents Deposits, Stops Glare

Designed for all round passenger car and truck outside rear-view mirrors is a new shield to prevent deposits of rain, snow and ice, to eliminate glare from the sun and to protect the driver from the reflection of lights in the rear. Snapping into place over the mirror frame, the unit does not require any special tools for installation.

Highly Flexible Knurling Tool

Held in the hand like a pair of pliers and usable with either a drill press or lathe, is a knurling tool which not only operates on concentric surfaces—raising the surfaces as much as .030 in.—but also knurls off-center. If no machine is available the work can be held in a vise and



the knurler rotated around it. Surfaces may be machined after knurling.

Self-sealing Spray Gun Connector

Colors may be switched without fuss or tools with the new fluid connector of the paint spray gun presented by a Toledo company. A spring-type ball valve set against a synthetic rubber seal make the unit self-sealing and when the connector is locked in place the valve is open for use.

Locknuts Usable at High Temperatures

Since a newly-introduced locknut is made entirely of steel, it can be used at temperatures as high as 550 degree F. The locknuts exert a grip on the threaded member because they have been slotted and when the nut is run onto the bolt or other threaded part, the segments grip the threads with an action similar to that of the jaws of a chuck.

Screw Starter Both Magnetized, Adaptable

No matter what the size of the recessed head screw, there is no problem with a new magnetic screw starter now available. Three lengths are available, three, six and nine inch; the bit of each starter is built of heated-treated alloy steel and is permanently magnetized.

Added Safety With Plug Locking Device

Now available is a heavy-duty electric plug which locks to prevent accidental disconnections. Fitting directly over the receptacle plate, a metal adaptor plate

with locking slots is held in place with a center screw. On the plug is a sliding collar, equipped with lugs which fits into the two locking slots on the adaptor plate. With a twist the plug collar locks the plug in place.

Safety Switch Protects Against Short Circuits

For disconnecting the battery during storage periods, for disconnecting the generators in road emergencies, and for automatically indicating short circuits, is a highly valuable safety switch which can be mounted on the fire wall of any vehicle and connected to the dashboard by means of flexible cable. When there is a short circuit in unprotected wiring or when an accessory is left in operation a signal appears on the dash lights.

Use Air Spaces To Deaden Sound

An innovation in the sound deadening technique is employed by a new exhaust silencer which is said to prove as satisfactory as the conventionally constructed unit. Instead of the use of a wrapping material such as asbestos, this device employs air pockets between the shells to deaden and absorb the sound, the outer shell being ribbed to allow the air spaces between the inner shells. Not only does this construction eliminate vibration noises often found in conventional mufflers, but also absorbs various frequencies of sound through these air channels.

Test Kit for Trouble-shooting

A mechanic engaged in trouble-shooting will find a new basic diagnosis test kit for use on all Series 71 and 6-110 GM diesel engines highly valuable. The kit, which is manufactured by a Detroit manufacturer, is available with a fuel pressure gage for both series and special compression gages for each model.

Trouble Traced with Electronic Sleuth

A highly valuable portable electronic instrument is now on the market for locating mechanical troubles indicated by hard-to-trace noises in the engine. The outfit consists of a metal probe attached to an electric amplifier and selector encased in a carrying kit and a set of earphones. In the handle of the metal probe is a microphone which transmits electrical impulses through the amplifier to the earphones, with the volume control and sensitivity adjustable by two knobs. No technical training is required to operate the unit which permits sounds to be heard even when the machine is hand-turned which ordinarily could only be detected at high speeds.

Relax WITH US

Missed the First Rung

First Workman: "Bill's in the hospital! Wot 'appened?"

Second Workman: "He came down a ladder 10 minutes after it was taken away."

★

Calling a Spade, etc.

Mac: "Give me that shovel."

Jack: "That snow shovel?"

Mac: "It is so a shovel!"

★

Once is Enough

The proud father of triplets called his labor weekly to report the event.

The editor, not quite hearing what he said, asked, "Will you repeat that?"

Snapped back the father: "Not if I can help it!"

★

Healthy and Wealthy

Reporter: "To what do you attribute your great age?"

Oldest Inhabitant: "I ain't sure yet. There be several of them patent medicine companies bargaining with me yet."

★

Doctored His Drinks

"I can't quite diagnose your case," said the doctor, "I think it must be drinks."

"All right, doctor," replied the patient, "I'll come back when you're sober."

★

Some Coincidence!

Two housewives, while waiting their turn at the grocer's, were overhead discussing the last depression.

"It came at such a bad time," said one, "just when everybody was out of work."

★

Command Performance?

Girl: "I've been asked to be married several times."

Boy Friend: "And who asked you, Daisy?"

Girl: "Mom and Dad."

★

Bone Dry Humor

The butcher was weighing a roast when his customer observed: "Say, you're giving me a lot of bone there, aren't you?"

"Oh, no," answered the butcher, "You're paying 99 cents a pound for it."

Friend of Man

Just before Joe died he made his wife promise she wouldn't marry again. When Jones heard about this he said: "That was just like Joe, always doing something to help his fellow men!"

★

Locked Out!

Two labor leaders in a Washington hotel lobby following a conference watched as two pretty girls met and kissed each other affectionately.

"There's another thing that is absolutely unfair!" remarked one.

"What do you mean?" asked his companion.

"Women doing men's work," came the reply.

★

Disappointing Speaker

"What did the audience do when you told them you never paid a dollar for a vote?"

"Well, some of them cheered, and some of them got up and left."

★

Never Discouraged

He: "I love you! Will you be my wife?"

She: "You must see Mother first."

He: "I have seen her. But I'll marry you just the same!"

★

Giving No Quarter!

"Why, I can't marry you. You're practically penniless."

"That's nothing. The Czar of Russia was Nicholas."

★

Tired Youngster

"Just fancy," said the adoring mother, "he's only 17 months old and he's been walking for nearly nine months!"

"Really," said the visitor, wearily, "Don't you think it's about time he sat down?"

★

Good Question

Mother nodded to the minister as he passed by . . .

"Who's that, mother?"

"That's the man who married me, dear," she said.

"If that's the man who married you, what's Pa doing at our house?"

A Wise Father?

Doctor: "Congratulations, professor, it's a boy!"

Absent-minded professor: "What is?"

★

Hat's a Joke?

"How do you define 'black as your hat'?" asked the professor.

"Darkness that may be felt," replied the young freshman.

★

Shin and Shame

McGregor: "What's the idea of a mourning band on your left leg, Jock?"

Jock: "Me mither has passed away."

McGregor: "But why on your leg instead of your sleeve?"

Jock: "She was me stepmither."

★

Slight Error

"Well, Doc, was my operation a success?"

"Sorry, old man; I'm Saint Peter."

★

The Race of Man

Courtship consists of a man's running after a girl until she catches him.

★

Scotch Plaid?

Customs Officer: "I thought you said this trunk contained nothing but old clothes. What is this whisky doing in it?"

Tourist: "That's my night-cap."

★

Dish-graceful!

Brides should try to train their new husbands to eat out of their hands—saves a lot of dish washing.

★

Stands Corrected

"Wifey, dear, if I had to do it over, do you know who I would marry?"

"No, who?"

"You, of course."

"Oh no, you wouldn't!"

★

Makes a Difference

Teacher: "If your mother gave you a large apple and a small one and told you to divide with your brother, which would you give him?"

Johnnie: "Do you mean my little brother or my big brother?"

★

Timely Tip

There'd be fewer pedestrian patients, if there were more patient pedestrians.

FIFTY YEARS AGO IN OUR MAGAZINE

(From *Teamsters' Magazine*, June, 1902)

CONVENTION PREPARATIONS

In our coming convention many questions of vital importance will come up for consideration and action. Several changes in our constitution will undoubtedly be made. The all important questions of jurisdiction and membership; the founding of a permanent home for our International offices, the holding of biennial instead of annual conventions, and many others too numerous to mention, will require the brightest minds of our organization to cope with successfully. The 25 cent per capita tax system, with the strike and lockout feature attached, has proven a Godsend to our organizations and has far exceeded our highest expectations, all of which can be truthfully testified to by the many unions that have received benefits therefrom. Many thousands of dollars have been paid out during the last few months and no doubt many more will be ere convention time arrives.

MASS MEETING

Minneapolis, Minn.—The largest gathering of team drivers that ever took place in the Northwest was on the occasion of the mass meeting held in the large and commodious hall of the Minneapolis Trades and Labor Council on the evening of June 5. The five locals of that city and three of St. Paul, were splendidly represented, many members of other trades were present which added much to the enthusiasm and delight of the team drivers. The meeting was called in honor of Bro. N. W. Evans, 2nd Vice President of our International Union, who was called to the city in the interest of the Truck Drivers' Union No. 312. Mr. Evans spoke for over an hour on the labor movement in general, touching on the all important question of "Child Labor" in the mills, the factories and the mines, appealing to the wage-earners to carry their cause to the ballot box and show to the world that we are trade unionists from principle and that being such for 364 days in the year is not

enough but on the 365th day we will elect representatives that will legislate laws to keep our children in school and on the playground which in itself will bring better wages, shorter hours and contentment to the toilers of the country. After a short history of the Team Drivers' Unions of the past 11 years, including that of the International Union, and wishing Godspeed to the drivers of the great Northwest, Bro. Evans closed his address amid such a thunderous applause as only team drivers can give.

STEAMER EXCURSION

Team Drivers' and Helpers' Local Union No. 20, of Toledo, Ohio, will run an excursion to Sandusky, Sunday, June 22, via the Lake Shore and Michigan Southern R. R. At Cedar Point a grand picnic



will be held. Beautiful grounds and amusements of all kinds are the chief attractions and a pleasant time is in store for all who avail themselves of the opportunity. Brothers Burgess and Perkins, who have successfully conducted similar enterprises heretofore, are receiving much encouragement from Locals Nos. 193 and 235, in that they will attend in large numbers. Fill your baskets with good cheer and join the crowd.

BOSTON HISTORY

Boston, Mass.—Thinking that a brief history of our union would make acceptable reading to our brothers throughout the land I herewith submit the following: In the year of 1893 there were 15 or 16 coal wagon drivers affiliated with the Federal Labor Union of this city and in the course of events we decided to form a union of our own calling. Our first president was Timothy J. Sullivan. During the remainder of that year and the following considerable progress was made, our membership running up to about 700,



which included the men engaged about the various wharfs. But along in the latter part of 1894 the boys began to lose all interest in the union and as a consequence it began to go down hill until there were not enough left to hold the charter and the Teamsters' and Helpers' Local Union No. 6128 was no more. In the latter part of 1895 another attempt was made to start a union by a series of agitations and appealing to organized labor to help us create a demand for the drivers' working card. This time we met with poor success and again we went down and out of existence. But believing in the old adage "If at first you don't succeed, try, try again," we followed the courage of our convictions and called a mass meeting on the 15th day of August, 1897, of all coal teamsters and helpers in and about the city, inviting speakers from the various labor unions. The call was fairly well responded to and once again we formed what has proven to be a grand and glorious organization. Dennis Mulcahey served the new union as president until the last meeting in December of that year when P. J. O'Toole was elected in his stead. Everything ran along very smoothly under the new management and on May 1, 1899, we affiliated with the Team Drivers' International Union, changing our charter accordingly. We are also connected with Massachusetts State Branch of the A. F. of L. and the Boston Central Labor Union. We very much regret the recent sympathetic strike here in Boston, which not only decreased our own membership but that of all the team drivers' unions in the city, and we trust no such strike will ever occur again. We believe that a reduction of hours for a day's work increases the pay and intelligence, and the happiness of the team drivers, and also brings better returns to the employer. That all engaged at our calling may soon receive a just compensation for their services is the wish of Coal Teamsters' and Helpers' Local Union No. 21.





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